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No. 27,204 HONG KONG, THURSDAY, JUNE 13, 1929. PRICE \$3.00 Per Month.

## DOCKYARDS AS RESERVOIRS PLAN DETAILED REPLY TO ARGUMENT REGARD- ING SEEPAGE EXPERT OPINION CITED

[To the Editor of the "China Mail."]  
Sir,—As the originator of the idea for the utilisation of the Naval dry dock as a reservoir, which formed the subject of your leader in yesterday's paper, I think that it would be advisable if I pointed out that this was no newly-fledged idea but was an outcome of the War and is, consequently, one of material consideration.  
The plan was conceived owing to the possibility of serious damage either to the main reservoirs or to the pumping stations due to enemy action. I was aware of the fact that if such damage were wrought it meant instant capitulation if the attack were pressed home. The prevention of this, however, was in the hands of the Naval and Military authorities, but, in the event of its occurrence, what would the aftermath be to the Colony?  
The Colony had an incidence of the time it took to repair even a subsidiary pumping station when the rock partly demolished the Pokfulam Pumping Station. It would obviously take very much longer to repair serious damage to one or more of the main pumping stations or serious breaches in the retaining walls of the main reservoirs.  
**Importation of Water**  
It seemed to me that there was only one solution to the difficulty in the event of such calamity, and that was the importation of water, wholesale, and the distribution thereof. The former was easy; the latter more difficult.  
The whole question appeared to me to be where this water in bulk could be quickly and effectively discharged so as to obviate any due delay or demurrage to the steamers bringing it in. The only solution I could find was the utilisation of the Naval dry dock as a temporary reservoir and distributing station. The advantages of this scheme were that vessels of practically any draught could get alongside the dock and discharge their water quickly over the wall and into the dock.  
I did not go seriously into the question as to whether the ships could discharge their cargo quickly enough by their own pumps or whether the Dockyard pumps, ordinarily used for emptying the dry dock, would be suitable and available for that purpose. This, after all, was a minor consideration.  
**Distribution of the Water**  
With regard to the distribution of the water once it was in the dry dock, my suggestion was as follows: To erect tanks along the Praya and elsewhere on the level and to pump the water through inter-connecting pipes laid temporarily on the surface. Again, if the Dockyard pumps were not suitable for this purpose, fire engines could do the work as, owing to the "lift" from the Dockyard to surface level being small, the pumping capacity of the fire engines would be sufficient for this purpose, more especially as the rest of the pressure required would be on the level.  
Having got thus far, I ran up against the present snag, namely, that of infiltration or seepage of salt water into the dry dock. I was of opinion that this could be cheaply, expeditiously, and effectively overcome, but, so as to make certain, I obtained the opinion of two of the world's greatest mining engineers, and that of two of the greatest British civil engineering firms. Their opinion was unanimous and concurrent with my own. There were two points to consider. The one which carried the greatest amount of infiltration through the Dock yards, which my consultants considered easy of solution. The other and more difficult problem was infiltration through the floor and sides of the dry dock. This, however, they also considered capable of being overcome.  
Having these facts in front of me I fear that I cannot agree with the opinions of the Naval and Government engineers that the

## COURT MARTIAL NECESSITY OF TRUSTING EACH OTHER "A NEW BROOM"

Further investigation was made this morning into the charges preferred against Major G. M. H. Ogilvy, King's Own Scottish Borderers, by the General Court Martial at Murray Barracks.  
Major Miles, defending officer, continued his cross-examination of Major B. C. Lake.  
Witness said that he had had considerable experience in organising work before he took over the duties of P.R.I. He was also acquainted with the filing and registering of correspondence.  
Major Miles was understood to have asked witness if it were not a fact that when he (witness) took over the duties of P.R.I., he had ideas vastly different to those of the accused, and that he was, in fact, a new broom.—Witness said that that was so.  
Major Miles: You have told the Court that you had carried on the system which was then in force for about three weeks?—Yes.  
Major Miles: That system was one of implicit trust in the P.R.I. staff?—Yes.  
Major Miles: Is your present system also based on implicit trust on your clerk?—Yes.  
Witness was understood to say further that he had never worked otherwise. His present clerk had served under him for about 20 years, and that if he did not trust him, there was no reason why his clerk should trust him in return.  
**Cashing of Cheques**  
Questioned about three cheques which were produced in Court, witness said that they had been cashed by his clerk (probably referring to Cpl. Hendry who is now undergoing a term of imprisonment) without his knowledge or authority.  
Witness then gave details in regard to one of the cheques which was for \$30.57 drawn by him on October 27. He did not discover the fraud until after Major Ogilvy had left the Colony.  
He did not know the amount of rebate the "Naffy" had to pay at the time when he took over the duties as P.R.I., nor did he know how often the rebate had to be paid. He had, however, subsequently discovered that a rebate had been paid during November for the month of October and that it had not been entered in the account books.  
It was also quite possible that the muddle in the office had been created by Cpl. Hendry after he (witness) had taken over the duties and had started his investigation.  
**Case proceeding.**  
seepages of sea water cannot be overcome.  
**Short Time in Storage**  
Even supposing that infiltration of salt water could not entirely be prevented, the amount of such infiltration could not doubt be reduced to such a point where it would not deteriorate the quality of the water from a potable point of view, especially when you take into consideration that the water in the dry dock would be there for such a short period of time that it would not have time to absorb sufficient salinity to affect its purity. Thus, if the water in the dry dock were to remain in storage for 24 hours, it would obviously contain as much salinity as it would if it were there for only one hour.  
The advantages to be derived from the carrying into effect of my scheme are only to be compared with that of mass production against hand labour or with the difference between wholesale and retail methods.  
**Needs of Upper Levels**  
It is acknowledged by the water authorities that 90 per cent. of the water in the Colony is consumed by the lower levels. For the purposes of argument let us assume that the total consumption of the Island was 4,000,000 gallons a day. Supposing, therefore, that water-borne water would supply the needs of the lower levels entirely, it would require only 400,000 gallons per day for the requirements of the middle and upper levels, whereby it would be obvious that the supply in the reservoirs would be adequate for a period of many months if utilised for this purpose only.  
**Amplification Possible**  
There are several amplifications of this scheme possible. For instance, the pumping of the water from the lower levels to the mid

## SIR M. WATSON'S EXPERIENCES ANTI-MALARIAL NEW LABORATORY ERECTED AT PUTNEY HEATH TO FIGHT THE DISEASE

London, Yesterday.  
The experiences of Sir Malcolm Watson, in the course of a prolonged tour in India and Ceylon to investigate and advise on practical anti-malarial work, are described in the annual report of the Ross Institute for Tropical Diseases.  
The tour has resulted in the construction of a magnificent new laboratory at Putney Heath where Sir M. Watson, between periodic visits to the tropics, will co-ordinate in research, practical work and the training of workers in malarial countries as to how to fight the disease.—Reuter.  
**CANTON'S BELIEF IN LOYALTY OF HAN & SHIH TO NANKING**  
CONFERENCE IN NORTH  
Canton, Yesterday.  
The high officials in Canton are fully satisfied that General Han Fu-chu and General Shih Yiu-san, hitherto of the Kuomintang under Feng Yu-shiang, are loyal to the Central Government.  
The Hong Kong papers, especially those sympathetic to the Kwangsi party, have recently spread the news that the reported allegiance of these two generals to the Central Government was a mere camouflage in order to enable the "Christian General" to gain time in his preparations against the Central Government. The object of this propaganda is obviously to stir up dissension in the ranks of loyal generals to the Central Government.—Canton News Agency.  
**Report to Chiang**  
Peking, Yesterday.  
It is reliably reported that Generals Ho Cheng-chun and Tang Seng-chi left Taiyuan for Peking last night.—Reuter.  
The "Kuo Min" Taiyuan correspondent confirms the foregoing and adds that Tang Seng-chi will confer with General Han Fu-chu at Chengchow while en route to Nanking from Peking to submit a personal report to Marshal Chiang Kai-shek of the result of the conference with General Yen Sai-shan.—Reuter.  
**Nanking, Yesterday.**  
Marshal Chiang Kai-shek has summoned the Presidents of the five Yuans and various Ministers to a conference on June 14, at which "pressing questions in connection with the political situation" will be discussed.—Reuter.  
**\$2,500,000 DEFICIT KWANGTUNG'S MONTHLY EXPENDITURE**  
POLITICIAN'S ESTIMATE  
Canton, Yesterday.  
According to Mr. Ng Koon-kie, some time acting Chairman of the Kwangtung Provincial Council, the province of Kwangtung is now incurring a monthly deficit of \$2,500,000. Unless military expenditure be reduced by \$1,500,000 a month, public finances in Kwangtung will be badly off.—Nan Chung Kuo News Service.  
**TO WAIT IN LONDON**  
KUOMINTANG LEFTIST AND HIS LEADER  
Shanghai, Yesterday.  
Mr. Chen Kung-po, one of the leaders of the Leftist section of the Kuomintang, is said to be in London awaiting the arrival of Mr. Wang Ching-wei, the Leftist leader, who is expected to call on Mr. Ramsay MacDonald (the British Premier) in regard to Sino-British relations.  
Recently Mr. Chen delivered a number of speeches at public gatherings in London and urged the British Government to take the lead in surrendering consular jurisdiction in China.—Nan Chung Kuo News Service.

## NEW GOVERNMENT & AVIATION TO ASSIST CONNECTING IRELAND WITH IMPORTANT AIR ROUTES THE "IMMEDIATE NEED"

London, Yesterday.  
Comdr. Kenworthy, speaking at the Air League Dinner said he had Lord Thomson's authority to say that the Labour Government was prepared to give every assistance to civil aviation as regards aeroplanes and seaplanes and a grant in aid of the consolidation of the Dominions and Colonies.  
It was hoped within measurable time to have a regular air mail line in the West Indies and to Australia and the Cape. It was considered that the immediate need was to have a line of aeroplanes across the North Sea connecting Ireland with the European and Asiatic air routes.  
The Labour Government was interested in aviation because it stood for peace between the peoples.—Reuter.  
**SHOWERS?**  
To-day's weather report from the Royal Observatory states:  
Pressure is highest to the North-east of Japan and relatively low over China generally. The depression is not indicated this morning.  
Forecast:—S. winds, moderate; fair generally; local showers.  
**LEGAL POST**  
**SIR HENRY SLESSER AS A LORD JUSTICE**  
BY-ELECTION PENDING  
London, Yesterday.  
Sir Henry Slessor has been sworn in as a Lord Justice of Appeal, thus involving a by-election at South East Leeds.—Reuter.  
[Sir Henry Slessor's rise in the legal profession has been truly meteoric. He was born in 1883, and is therefore only 46 years old. He was called to the Bar in 1906, and has been standing counsel to the Labour Party since 1910. In the Labour Administration of 1924 he was Solicitor-General and was knighted. He will now go to the House of Lords.]  
**1929 rainfall . . . 10.53 inches**  
**Average . . . . . 29.94 inches**  
**Deficit . . . . . 19.41 inches**  
**DON'T WASTE WATER!**  
**W. D. BOYCE**  
WELL-KNOWN AMERICAN PASSES AWAY  
Chicago, Yesterday.  
The death is announced of Mr. W. D. Boyce, the noted newspaper proprietor, big game hunter and founder of the Boy Scouts' movement in America.—Reuter's American Service.  
**U.S. TARIFFS**  
FRANCE PROTESTS AGAINST CERTAIN PROPOSALS  
Washington, Yesterday.  
France has formally protested against the proposal to increase certain tariffs.—Reuter's American Service.  
**DAUGHTER STUFF!**  
Raiding the ground floor of No. 3, Mallory-street, Wancho, yesterday, Detective Sergeant Moran seized a tin containing 2 lb. of gunpowder and some fuse. A Chinese, described as a contractor's folk, was arrested.  
At the Central Magistracy, to-day, the Sergeant said that the gunpowder was coarse stuff and not highly explosive.  
His Worship decided that, all the same, it was dangerous stuff to keep exposed in a house and fined the accused \$10 or 14 days' hard labour.  
**TO-DAY'S DOLLAR**  
The closing rate of the dollar on demand, to-day was 1/10 15/16.

## 'ONE-ARMED SUTTON' AND CHINA HIS "INVITATIONS" WHAT HE IS WANTED FOR IN MANCHURIA "THROUGH WITH WARS"

London, Yesterday.  
Captain Sutton, better known as "one-armed Sutton", military adviser to the late Chang Tso-lin, has arrived from Canada for the marriage of his daughter, Frances, aged 18, to an officer in a Yorkshire regiment.  
He says that he had an invitation from Chinese generals to "give them a hand." Chang Tso-lin's son wants him to take charge of the army railway transport and equip Manchuria with elevators for soya-beans; but he (Sutton) says he is "through with wars."—Reuter.  
**INDIAN SEDITION**  
ATTEMPT TO INTRODUCE "MOSCOW SYSTEM"  
"ANTI-EVERYTHING"  
Meerut, Yesterday.  
A strong posse of police guarded the Court at the opening of the enquiry by Special Magistrate, Mr. Milner White, of the charge against 31 Communists of "attempting to deprive His Majesty the King-Emperor of sovereignty, and to replace the existing Government with the Moscow system."  
The accused men shouted "Up with the Revolution" at the beginning of the case. The prosecuting counsel said that the case did not involve a national conspiracy, but an anti-national conspiracy, definitely anti-God, anti-family, and anti-everything decent.  
**The Delhi Outrage**  
Delhi, Yesterday.  
Convicted in connection with the bomb outrage in the Indian Assembly, Bhagat Singh and Biteskwar Dutt were sentenced to transportation for life.  
Both received the sentence with a shout of "Long Live the Proletarian Revolution."  
**Appeal to Premier**  
Thirty-one of the conspirators arrived at the Court in two strongly-guarded lorries. When they alighted they shouted "Down with Imperialism; up with Revolution" and they wore red badges with the Moscow insignia.  
They all called to Mr. Ramsay MacDonald asking him to stand by Indian Labour and repeal anti-worker legislation, also to transfer the Meerut case to the Metropolitan High Court for jury trial.  
They concluded: "Or will the Labour Government repeat the history of 1924 in the Cawnpore Conspiracy Case?"—Reuter.  
**VENEZUELAN RIOTS**  
REGRET EXPRESSED TO THE DUTCH  
FILIBUSTERS BEATEN  
Caracas, Yesterday.  
The War Minister states that the filibusters who landed in Falcon Province on June 9, after the raid on Willemstad, have been completely defeated, and have dispersed in the mountains.  
Government troops are in pursuit.  
**Venezuelan Sympathy**  
The Hague, Yesterday.  
The Venezuelan Legation has conveyed to the Dutch Government the regret of "all the people of Venezuela" at the action of the filibusters at Curacao.—Reuter.  
**LEPROSY**  
THE RELIEF ASSOCIATION'S SECRETARYSHIP  
NEW APPOINTMENT  
London, Yesterday.  
Mr. Frank Oldrieve has resigned the secretaryship of the British Empire Leprosy Relief Association on the ground that overseas tours are better undertaken by a trained medical expert. He is settling in South Rhodesia. Dr. Robert G. Cochran, medical secretary to the Mission of Lepers, succeeds Mr. Oldrieve.—Reuter.

## THE TWO KWANGS PROGRESS OF "WAR" IN TWO SECTORS KWANGSI-ITES RETREAT

Canton, Yesterday.  
Government Headquarters have received a telegram from Mr. Yu Tsak-pak, announcing the capture of Tanyuan in Kwangsi. The Government troops are now in pursuit of the Kwangsi remnants.  
General Ho Chien of Honan called to the Government that on June 9, he issued orders for a general attack on Liuchow; and that the city fell the same day. Mr. Sze To-pah, Chairman of the Chamber of Commerce, and members of other associations welcomed the victorious Hunan troops into the city. The Kwangsi troops under the command of Wu Ting-yang retreated towards Kwelung. General Ho Chien is now gathering his forces together to follow them up.  
It is reported that, in order to hasten the capture of Chumchow, the Government troops are now being pushed forward rapidly. Yesterday, they passed Pingnam and reached Ta-huan-kang and environs. Brigadier Li Ming-shu left for the front to direct operations against Chumchow.  
**Swatow to Fall?**  
On the East River front the 3rd division and the 2nd Independent Brigade are reported to be advancing in two directions towards Swatow to attack the remaining pro-Kwangsi forces in occupation. The 7th Brigade reached Funing on June 9, from which point it pushed toward Swatow, arriving at Ho-chiao on June 10. Choy Ting-kai's brigade, proceeding from Lukfung, has arrived at Walloy city to combine in the attack on Swatow. It is expected by the high authorities that Swatow will be clear of the Kwangsi faction before the end of the week.—Canton News Agency.  
**To Hide in Fukien**  
Canton, To-day.  
Official information indicates that the Government forces in the east of Kwangtung are advancing rapidly towards the Swatow area. Choy Ting-kai's troops are said to have taken Melhsien and to be marching towards Fungsun and Chiu-on.  
In the course of their advance, these troops encountered General Chui King-long's troops and the latter were forced to retreat northward.  
According to the latest report from Swatow, General Chui King-long is withdrawing his main forces to Taipo, on the Kwangtung-Fukien border, in readiness to move into southern Fukien.—Nan Chung Kuo News Service.  
**TOILET LUXURIES**  
STAMP TAX ON CANTON TRADE  
MERCHANTS' PROTEST  
Canton, Yesterday.  
Cantonese merchants dealing in cosmetics and other toilet articles are carrying out a general stoppage of business as a protest against a special tax on their trade by the National Bureau of Stamp Taxes.  
In the alleged opinion of the merchants, such a tax is analogous to the luxury tax which was proposed some time ago, but was dropped on account of vigorous opposition by merchants.  
Mr. T. V. Soong, Minister of Finance, having arrived at Canton from Nanking, the merchants are petitioning him to repeal this tax, complaining that such a levy would ruin their business.—Nan Chung Kuo News Service.  
**Reception of Mr. Soong**  
Canton, Yesterday.  
Mr. T. V. Soong arrived yesterday morning. He was met by a number of high officials, including Gen. Au-Yung Kiu (Chief of Police), Mr. Li Yang-ching (Chief of General Staff), Mr. Fan Kiu-mu (Commissioner of Finance) and General Choy Ting-kai.  
Mr. Soong first called on General Chan Ming-shu (Governor) at Jungshan and then on General Chan Chai-long (Commander-in-Chief) at the German Sanatorium.  
In the evening, he attended an official banquet at the Provincial Government office, at which General Chan Hing-shu, after welcoming the guest of honour, laid stress on the vital importance of the unification of the finances and military control under the Central

## GOLF ETIQUETTE SENSATION IN OPEN CONTEST CHAMPION REFUSES PLAY—THROUGH REQUEST LATEST RESULTS

London, Yesterday.  
At Sandwich, in the British amateur golf championship, T. P. Perkins (the holder) figured in a widely discussed "incident" by refusing the request of a pair following to play through. Perkins refused on the ground that it is most unusual to request to "play through" (that is, to ask the pair in front to make way) in a championship. The man Perkins was playing with, J. Stroyan (who lost by 6 and 5 in the second round to Perkins) was willing to let the following pair play through.  
However, in the third round, Perkins took part in one of the most sensational struggles in the history of the amateur golf championship, beating C. Shankland at the 22nd hole!  
**Selangor Man Wins Again.**  
The field has been reduced to 64 with the conclusion of the third round, in which Edward Kyle (of Selangor, F.M.S.) beat Ellis (of Beconsfeld) by 6 up and 4 to play.  
Other third round results were:—Souley (Belfast) beat Bernard Darwin 3 and 1; Oppenheimer (who was golf captain at Oxford in 1928) beat Torrance 2 and 1; Crane beat Reisman (of Haying) 1 up; Dawson beat Major Guy Campbell (of the R. & A.) 1 up; Aratken (R. & A.) beat Noel Layton (R. & A.) 1 up.  
**Prince in "Gallery"**  
Cyril J. H. Tooley beat Douglas Grant (of St. George's) 4 and 3. H.R.H. the Prince of Wales, who had been playing himself in the morning on the Prince's course adjoining the Royal St. George's links, joined the "gallery" behind the Tooley-Grant match before the 9th hole where Tooley was 2 up. The Prince followed the play closely and joined in the applause of good shots. Tooley also won the 10th and the 12th holes and became 4 up but Grant recaptured a hole at the long 14th, where Tooley missed a short putt. Tooley then took the 15th hole for victory—and entry into the 4th round.  
**Earlier News**  
London, Yesterday.  
At Sandwich to-day the weather was dull and threatening.  
In the second round Dr. William Tweedell, former holder, beat F. Harrison (Royal Liverpool) 6 and 4. John Dawson (America) beat Dr. John MacCormack (Hermitage), thrice Irish Champion, 2 and 1.  
Out driving his opponent, Dawson was two up at the eighth, with an average of fours. MacCormack got a hole back at the twelfth. Afterwards MacCormack missed a short putt and lost the sixteenth. He halved the seventeenth, and gave the American the match.  
Edward Kyle (Selangor) beat Captain R. Johnson (Sunningdale) 3 and 1.  
Perkins beat J. Stroyan (Sunningdale) 6 and 5.  
William Tulloch (Cathkin Braes) beat Roger Wethered, 2 and 1.  
Wethered hit few really good shots.  
Tulloch turned four up, but lost the tenth and won the next. A styne cove Tulloch the fourteenth, and he also lost the fifteenth, then a couple of halves gave him the match.—Reuter.  
**OIL INDUSTRY**  
GOVERNORS' DELEGATES TO FIND A SOLUTION  
INTER-STATE CONSERVATION  
Colorado Springs, Yesterday.  
The Oil Conservation Conference has delegated to the representatives of the Governors of Texas, Oklahoma and California the problem of finding a basis upon which the Inter-State Conservation compact can be arranged.  
No Agreement Reached.  
Later.  
The Oil Conference was unable to reach an agreement and has adjourned sine die.—Reuter's American Service.  
**Government.** Mr. Soong, in his reply, said, inter alia, that Kwangtung deserved the highest praise for its tremendous sacrifices for the cause of the Central Government.—Canton News Agency.







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THE FORTY-EIGHTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hong Kong, on WEDNESDAY, the 19th June, 1929, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th June to 3rd July, 1929, both days inclusive.

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The Water Supply Emergency Committee, specially formed to devise means and ways to cope with the present situation, held its first meeting yesterday in the Council Chamber.

The Committee is composed of 39 members, whose names were published in the "China Mail" yesterday, representing all sections of the community. The Hon. Mr. D. W. Trautman (Colonial Secretary) is Chairman and Mr. H. S. Rouse, Secretary.

**Troubles of 1925 Not in It**

Addressing the meeting, the Hon. Mr. Trautman said:—

This Colony is now facing a very serious crisis and one that may grow to dimensions which will dwarf our trouble of 1925 to a mere passing annoyance. It is the desire of the Government to broaden the foundations of the Colony's resistance to this situation and to that end it has invited you as representatives of all sections and activities of the community to co-operate with its own staff and organisation in seeking and executing plans for that resistance.

It is essential in the first place that you should be in possession of the latest facts regarding supplies and the measures being taken.

The Director of Public Works will give you this information in a few minutes. Having got the water position and the remedial measures in being or planned, we have next to consider on the one hand whether further conservation or restriction of supply can usefully or safely be made. The consequences of such measures, e.g., reversion to the hand carriage system for sanitation and the steps to be taken to deal with those consequences. On the other hand we must consider whether the scheme of supply from what I may call outside sources is sufficient. By supply from outside sources I mean not only the water we may get in our tanks in ships from Shanghai and elsewhere but that which we shall get from the West River, from Tsin Wan, Shumchun and perhaps other places in the New Territories.

**Hardship on Population**

And here I should say that we propose to explore the possibilities of the southern districts of the New Territories, such places as Junk Bay and Lantau, before we turn to the northern districts which involves the passage of Mrs. Bay. The northern district will, however, not be neglected.

Next I think we have to consider the hardships which present restrictions involve especially on the population of the lower levels of the City of Victoria and any measures which can mitigate this hardship. I have here a suggestion by one of our Chinese members to institute a system of district supervisors who would be enrolled temporarily as special District Watchmen and would be charged with the duty of preventing bullying at the street fountains, and ensuring the equitable distribution.

I now come to the actual functioning of this Committee. I think you will all agree that as a single body we are far too large to operate usefully and that we should divide ourselves into sub-committees, each with its own chairman and communicating separately with the Government either through the secretary or the main Chairman. One sub-committee is already in being and at work, namely what I have termed the Shipping Committee, consisting of gentlemen having practical knowledge of shipping and lighterage under the chairmanship of Mr. Sutherland and, in his absence, of Mr. Goggin.

As to finance, His Excellency the Governor will at the next meeting of the Legislative Council on June 20 recommend to the Finance Committee a vote of \$100,000 to meet expenses connected with this emergency and in the mean time funds have been made available in anticipation of the legislature's approval by warrant for the sum named. Arrangements will be made to submit to the Governor applications to incur expenditure under this head with the minimum of delay. Finally I think you will agree with me that it has now become necessary for the Government to take legal powers under the Emergency Regulation Ordinance to requisition any lighters, launches, tugs or machinery which may be required for procuring additional supplies of water or for distributing such supplies, also to requisition any privately owned supplies within the Colony. Regulations conferring these powers will shortly be laid before the Governor in Council.

Shipping Companies' Aid  
The Director of Public Works (the Hon. Mr. E. T. Creasy) gave

a resume of the present situation and the amount of water in storage. He then said that the Tsun Wan source of supply was investigated, and the necessary work for tapping this source was completed within one week. Deliveries to the tanks in Hong Kong commenced on Sunday, June 8. Approximately 3/4 million gallons per day will be obtainable from this source.

The Sam Tseng supply, leased to Mr. Ruttonjee, which he has placed at our disposal, has also been examined, and arrangements are in train for the transport of this water to Hong Kong. It is hoped that 1/2 million gallons of water per day will be available from this source within one week.

The quantities transported from these sources will be gradually increased as more waterboats and lighters become available.

In addition to the supplies from the New Territories water is being transported from Wong Moon, from which an unlimited supply is available.

**Douglas Company Leads the Way**

Many proposals have been investigated.

The first Shipping Company to make a spontaneous offer to transport supplies was the Douglas Company, and the first delivery (300 tons) from Foochow was made on June 10 direct from one of their steamers to the tank near the Company's wharf.

This Shipping Company has arranged for a regular supply of 500 to 600 tons a week.

On June 1 Mr. Carpenter interviewed Mr. Sutherland of the Indo-China Co., Mr. Johnson of the P. & O., Captain Hollands of the C.P.R., and Mr. Blackwall of the Blue Funnel Line as to the feasibility and practicability of their regular steamers, passing through Hong Kong in both directions, bringing any water which they may be able to carry. This question is now being further considered by the Committee.

In the meantime many offers from other Steamship Companies have been received, and accepted direct.

Information is being obtained through the Police Patrol boats as to any suitable stream courses on Lan Tau and the surrounding islands.

Cables have been sent to all surrounding ports asking what facilities they have for the export of water. Replies have been received and are under consideration.

The possibility of utilising the China Sugar Refinery supply was considered, and stand pipes are being erected. In this connection Messrs. Jardine, Matheson & Co. as usual rendered every assistance.

The offer from the Naval Authorities of the Dry Dock for storage was considered, but it was found that the considerable amount of seepage which takes place would contaminate and render unfit for consumption any water so stored.

**More Help**  
Sixteen nullah supplies in Hong Kong between Kennedy Road and Shaikwan have been tapped and these will supply a considerable quantity of water for washing purposes. Notices that this water must be boiled have been posted to warn the public that the water is not potable.

The A.P.C. have kindly lent two 50 ton tanks which are being erected in Kowloon (Waterloo Road) and this will furnish a plentiful supply from the old original Waterworks wells. Similar notices with regard to the water being non-potable have been posted here.

The Godown Company have opened wells on their property at Kowloon Point for the purpose of supplying their launches and Ferry Boats, etc., and for washing purposes, the water being under the direct control of the Company.

The possibility of utilizing the Victoria Recreation Swimming tank for storage purposes has been noted. The capacity is about 150,000 gallons, which could easily be increased should the tank be requisitioned for this purpose.

A tank at Kennedy Town has been set apart for the purpose of supplying water to launches at Hong Kong.

Numerous old deep Public wells, both in Hong Kong and Kowloon, are being opened up to supply

water for washing purposes, it being clearly notified that such water is not to be used for potable purposes.

The Peninsula Hotel has arranged for a permit for an independent supply from Tin Kau, and Messrs. Watson & Co.'s Aerated Water Factory are likewise obtaining a supply from Junk Bay.

The question of cutting off all main supplies of W.C.'s is under consideration.

The question of having water distilled by the Naval Distillation plant has also been raised.

The most urgent need at the present time is the conservation of the existing Reservoir supplies, which is being secured by every additional outside source of supply.

A great many difficulties have yet to be overcome, but as Water Authority I welcome the assistance of this Committee and feel confident that with their kind co-operation the present emergency can be satisfactorily met.

**The Sub-Committees**

Following the Hon. Mr. H. T. Creasy's speech the list of names of the proposed sub-committees was passed round, and a certain amount of discussion ensued.

The Hon. Dr. R. H. Kotewall asked if in cases where only one name appeared under a head, as for example, the name of Mr. A. el Arculli under "Indian Community," he would be allowed to co-opt others to assist him. The Chairman said, yes, that extra people might be co-opted as members of the sub-Committees, but such persons should not of necessity be invited to the meetings of the full committee.

The functions of the various committees were discussed, Mr. M. K. Lo saying that he considered that the names of one or two of the Chinese members of the Legislative Council should be included in the distributing committee. The Hon. Sir Shou-son Chow said that as 90 per cent. of the population was Chinese he felt that these suggested names should be added. The Chairman explained that the distributing committee would only be concerned with getting water to the harbour from outside sources, not with distribution in the Colony, which remained in the hands of the Government. He thought that as the distributing committee was really a part of the shipping committee it might be wiped out, and the names joined under one head as "Shipping and Landing Committee."

Dr. Wellington suggested that it would be better to state definitely the duties of each committee, the Hon. Mr. Shenton said in reply that he thought that would work itself out, the important thing at the moment was to get some skeleton scheme. Mr. B. Wylie asked, to take a specific instance, if the Kowloon Residents' Association had some scheme which they wished to bring forward, to whom should they take it? The Chairman answered to the General Committee, who will meet regularly to receive such reports.

There were several suggestions put forward with regard to replenishing the reservoirs which the Hon. Mr. W. E. L. Shenton said would receive consideration.

The Chairman announced that a weekly estimate of the ebb and flow of the population was kept which showed a net decrease of 2,170 persons during the last fortnight.

The next meeting of the full committee will be held on Friday, June 21, at 4 p.m.

**Water Emergency Sub-Committee**

Peak Residents' Association.—

Mr. D. J. Lewis.

Mid-Level Association.—Mr.

A. H. Ferguson.

Kowloon Residents' Association.—

Mr. C. M. Manners, Mr. E. Cook,

M.B.E., Mr. B. Wylie.

Portuguese Community.—Hon.

Mr. J. P. Braga.

Indian Community.—Mr. A. el

Arculli.

Chinese Committee.—The

Secretary for Chinese Affairs, Hon. Sir

Shou-son Chow, Hon. Dr. S. W.

Tso, O.B.E., Hon. R. H. Kotewall,

C.M.G., Mr. Chau Yu-tung,

Mr. M. K. Lo, Mr. T. N. Chan, Mr.

Wong Kwong-tin.

Shipping and Landing Com-

mittee: Mr. R. Sutherland, O.B.E.,

Mr. W. G. Goggin, Mr. A. E. Martin,

Mr. Chau Yu-tung, Mr. J. M. Mc-

Hutchon, Mr. C. M. Manners, Mr. J.

Johnstone, Mr. H. F. Runje, Mr.

C. E. Meyer, Mr. T. Kataoko, Mr.

S. T. Williamson, the Hon. Harbour

Master, Mr. L. C. F. Bellamy, the

Hon. Director of Medical and Sanitary

Services, the Head of Sanitary

Department.

Technical.—Hon. Mr. B. D. F.

Beith, Mr. R. M. Dyer, Mr. K. E.

Greig, Capt. Hollands, Mr. F. W.

James, Mr. T. H. G. Grayfield, Mr.

A. S. Mackichan.

Insurance.—Representative.—Mr.

G. S. Archbutt.

Sanitary.—Hon. Mr. W. E. L.

Shenton, Hon. Mr. J. P. Braga,

Hon. Dr. Tso, Mr. M. K. Lo, Mr.

T. N. Chan, Mr. Wong Kwong-tin,

Mr. D. J. Lewis, Mr. E. Cook, Mr.

A. H. Ferguson, Mr. A. el Arculli,

Mr. A. S. Mackichan, Mr. B. Wylie,

the Hon. Director of Medical and

Sanitary Services, the Head of Sanitary

Board.

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LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
ATSUTA MARU	Saturday, 15th June.
KASHIMA MARU	Saturday, 29th June.
SYDNEY & MELBOURNE via Manila & Ports.	
TANGO MARU	Wednesday, 26th June.
AKI MARU	Wednesday, 24th July.
OMIBAY via Singapore, Penang, & Colombo.	
TOTTORI MARU	Thursday, 27th June.
AWA MARU	Thursday, 11th July.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
ANYO MARU	Tuesday, 8th July.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KAMAKURA MARU	Tuesday, 8th June.
NEW YORK, Boston, Havana via Panama.	
TAKAOKA MARU	Wednesday, 19th June.
LIVERPOOL via Port Said, Constantinople, Genoa.	
DAKAR MARU	Friday, 14th June.
DURBAN MARU	Saturday, 20th July.
CALCUTTA via Singapore, Penang & Rangoon.	
MORIOKA MARU	Saturday, 15th June.
YAMAGATA MARU	Saturday, 29th June.
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MANILA MARU	Thursday, 27th June.
BOMBAY—Via Singapore & Colombo.	
SUMATRA MARU	Wednesday, 19th June.
CHUPURU MARU	Thursday, 4th July.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ESS-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.	
PANAMA MARU	Sunday, 7th July.
CALCUTTA—Via Singapore, Penang & Rangoon.	
CELEBES MARU	Tuesday, 18th June.
TACOMA MARU	Tuesday, 2nd July.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	
ARABIA MARU	Tuesday, 18th June.
MELBOURNE—Via Manila, Brisbane & Sydney.	
BURMA MARU	Thursday, 4th July.
HAIPHONG—Via Hanoi & Pakhoi.	
MENADO MARU	Thursday, 27th June 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.	
JAPAN PORTS.	
SEATTLE MARU	Sunday, 2nd June.
KASADO MARU	Tuesday, 9th July.
AMAZON MARU	Friday, 12th July.
KEELUNG—Via Swatow & Amoy.	
KANTON MARU	Sunday, 23rd June, 3 p.m.
HOZAN MARU	Sunday, 16th June 3 p.m.
TAKAO—Via SWATOW & AMOY.	
DELI MARU	Thursday, 20th June Noon.
TAKAO & KEELUNG	
BATAVIA MARU	Sunday, 16th July.

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## THE "MERCANTILE"

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## CONCESSION BY CONCILIATION

The seventy-second annual meeting of the Mercantile Marine Service Association, which was held in the Council Chamber of the Liverpool Town Hall, when there was a large attendance, which included a party of cadets from H.M. Cadet Ship "Conway". The principal speaker was Mr. Herbert G. Williams, M.P., Parliamentary Secretary to the Board of Trade, who referred to a number of subjects of considerable importance to the seafaring profession. Sir Edward T. F. Crowe, C.M.G. (Comptroller-General of the Department of Overseas Trade), and Sir Charles J. O. Sanders, K.B.E., A.I.N.A. (chairman of the Board of Trade), also addressed the meeting. The Acting Lord Mayor (Alderman William Muirhead) presided.

The Chairman, in proposing the adoption of the report, said he had a very great admiration for the Mercantile Marine Service Association, because if there was one body of men who required the protection of an association in their duties throughout the world, it was the men of the Mercantile Navy. Those living on shore who made a mistake had a chance of rehabilitating themselves, but frequently when the mariner made a mistake, it was almost ruin to him. Many a time he was not to blame, possibly, for what has happened, and that was where the Mercantile Marine Service Association came in and helped him in his temporary distress.

The Annual Report  
Captain J. Fortay, president of the association, in seconding, said Mr. Williams, Sir Edward Crowe, and Sir Charles Sanders, in their different spheres, were rendering great naval services. They were each in a different way, with things that closely concerned the Merchant Navy of this country, and they, as masters and officers of the Merchant Navy, would be more than ordinarily interested in what they have to say to them. (Hear, hear.)

President and Association Work  
The report showed no diminution of the good work done by the association. The organisation, which was conceived 72 years ago with the object of protecting connected with their profession and obtained the authority of Parliament, had more than justified its existence. Whilst never abusing its power, it had never left a stone unturned to protect and safeguard the interests of its members and to maintain and improve the dignity of the profession. (Hear, hear.) The improvement in conditions for all those who go down to the sea in ships (whatever might be the cause of the improvement) was very largely due to the association. (Applause.) Kindred bodies that had come into existence, working on the same lines, had helped in accelerating the improvements, but the initial service emanated from the M.M.S.A. Whilst pressing their just claims with firmness and determination, they had retained the confidence of employers and Government.

Through negotiations with the National Maritime Board they had this year established the principle of the three watch system on all ships of 2,750 tons gross engaged in the foreign trade, and had had the annual leave clause in N.M.B. rules so adjusted that the two weeks' annual leave for officers was now assured, without any irritating restrictions or conditions attached to it. This was brought about by the joint efforts of the M.M.S.A. and the I.N.S.A. (Hear, hear.)

72 Years' Faithful Service  
Represented as they were on many public bodies and committees where negotiations were being continually carried on between employers and seafaring community faithfully and well for 72 years was in itself a commendation worthy of attention. An association like theirs, to have survived the test of time, must have kept its finger intelligently on the pulse of the material side of the profession. Changes were always going on, nothing stood still, and to have served its purpose satisfactorily, to have maintained the confidence of its supporters over so many years was in itself evidence that the association had kept its position as a leader in the particular field of protection on which it had concentrated.

Whilst protecting its members individually, it was undying in its efforts by means of its representatives on the National Maritime Board, the Merchant Shipping Advisory Committee, the Seafarers' Committee, the Seafarers' Union, and other bodies, to raise the status of the seafaring community and to make it worthy to be ranked amongst the noblest callings. Whilst always urging loyalty to employers by officers, they exacted loyalty to officers from employers, and if they did not always get immediate satisfaction, the results of their sustained efforts in time proved the justification of their demands. They were not in sympathy with strikes, lockouts, or revolutionary changes, but by dogged perseverance by putting away in constitutional manner, by negotiations carried on in a spirit of goodwill, concessions were made and conditions improved, from which the whole service benefited.

No Axes to Grind  
The executive of the association had not axes to grind, and was imbued with the desire to help their brother seamen. (Hear, hear.) The fruits of their own experience at sea when things were not what they are at the present day, qualified them to judge how best to improve the service in which they spent the greater part of their lives. Without the shadow of a doubt it was due to the unselfish efforts of those gentlemen that the service stood to-day in line with the best professions in the country—(Hear, hear)—with representatives of whom they were proud, honoured by his Majesty himself, and having as its titular head the Prince of

## SHIPPING SECTION.

Wales, who was also an honorary member of the association. Surely they had something to be proud of in their traditions and in their achievements. What the future had in store no man could say, but the M.M.S.A. would always be in the front rank leading or giving a lead to any constitutional movement having for its object the further uplifting of the Merchant Navy. (Applause.)

The "Conway," the world-renowned nautical college, continued to turn out in large numbers than ever the eagerly sought after prospective officers of the Merchant Navy, the "Conway" training being recognised by the best shipowners as the most efficient foundation in the making of capable and trustworthy officers. An organisation of that kind was more than ordinarily dependent on its secretary and staff for its success. The association had long enjoyed a reputation of having a secretary and staff who had upheld its traditions and given of their best to ensure satisfactory service. (Applause.) He wished personally and on behalf of the association to express appreciation and thanks to Mr. Scott and his staff for their good work. He felt confident that they might look to them to continue to do their utmost to further the interests of the association. (Applause.)

Association Work  
Mr. Herbert G. Williams, M.P., Parliamentary Secretary to the Board of Trade, in supporting, said they had heard from Captain Fortay a very interesting statement of the part played by the Association on behalf of its members. Might he, on his own behalf, and on behalf of those who were privileged to be with him, pay a tribute to the magnificent way the institutions of the Association were managed? (Hear, hear.) Since the Association had issued its report, they had seen a periodical statement of British shipping laid up, and he thought that they were at last seeing the commencement of a general revival in trade, which they hoped and prayed would persist for a long time. He would like to refer to a matter which was not mentioned in the report. The health of the British seaman must

## PLEASE DON'T WASTE WATER

be a matter of concern to all, but in particular a matter of concern to those associated with a great port. Quite recently the Board of Trade, jointly with the Ministry of Health, had established a committee for the purpose of considering the whole question of the health of seamen, and to decide what steps it might be possible to take in future to safeguard the health of the seaman to a greater extent than it is safeguarded at the present time. It was sometimes believed that the work of the seaman was unhealthy. In some directions it certainly was risky work, but it might surprise them to know that the death-rate was among seamen, because the average seaman died ashore. The death-rate of seamen was badly classified, and it was true that they had not a complete picture, so far as that was concerned. They wanted to know what was the cause of the death of seamen, and he was looking for great results from that joint inquiry with the Ministry of Health.

In the report they made reference to a number of matters which affected his Department. The Parliamentary Secretary, Mr. Fortay, was a valuable member of the Merchant Shipping Advisory Committee. That committee played from time to time the Board of Trade in the interests of the industry. He observed that reference to the committee in the report that attention was drawn to line-throwing appliances to be carried on ships (rockets). It was his great privilege, in the last session of Parliament, to facilitate the passing of the Bill for the purpose of which made compulsory the carrying by ships, above a certain size, of line-throwing apparatus.

That Bill was introduced into Parliament by a private member, and to give effect to something to which the Board of Trade had long desired the opportunity of introducing the Bill. They suggested certain amendments to the private member concerned, Mr. Amery, and they induced the Committee of the House of Commons to make those amendments; the Bill was passed through the House for the Third Reading, and received its signing in the House of Commons. It was good enough to contribute a very valuable measure. (Applause.)

R.O.T. Examinations  
He also observed they had a considerable paragraph in the report on the subject of the Board of Trade examinations. A very strong committee, under the Right Hon. Sir Walter Runciman, a well-known shipowner, and former President of the Board of Trade, was set up to overhaul the whole question of the Board of Trade examinations. It was quite right that with changing circumstances the curriculum for such examinations should be modified, and from time to time the whole scheme should be brought up-to-date. To this the committee of the M.M.S.A. was good enough to contribute a very valuable member indeed. He referred to Captain David, who rendered exceedingly good services as a member of that committee. (Applause.)

The committee, in its report, took the view that the examinations should be uniformly standard. Now, it was difficult to get uniformity of standard if they had many examiners, each working independently of the other, and, besides, speaking, was what they were doing. It was easier to get through at some ports than at others, and as a result intelligent people in the Merchant Navy knew of the ports. He did not know whether that was true or not. (A voice: "Quite right.") The committee advised centralisation, and left to the Board of Trade the responsibility of putting into practice the principles that they laid down. The Board of Trade decided that so far as the written work and the setting up of the questions were concerned, they would in future be centralised, and the new scheme would come into force as from January 1, 1931.

Then they were faced with the fact that part of the examination was an oral one, and they felt it was quite impossible to go in for complete centralisation. The expert officials of the Board of Trade suggested the possibility of centralising the examination work, not entirely, but at the five principal ports, measured by the number of people who were in the habit of taking their examinations there. They had to consider the question of local patriotism, and also the fact that possibly they might be imposing upon candidates for examinations a heavy burden of expense in travelling and hotel bills. He did not want to impose burdens on people like that, and he convened a meeting and found they were unanimously against him.

Hull as a Centre  
There was only one thing in the report that he could not agree with, and that was the decision to close the port of Hull as an examination centre. Their council, immediately on learning the news, took the initiative against this retrograde step, which had since been abandoned. If they were talking about examinations of masters and mates, and of intention of closing the port of Hull, the position was that they came to the conclusion to leave unaffected places where the oral examination should take place, and apply to a question he announced in the House of Commons that as to the setting up of the papers and the subsequent examination of the written papers these would take place at headquarters.

Now arising out of those examinations the committee had emphasised the importance that those who sat for the certificate must have a qualified period of service as watchkeepers. They all rejoiced in the fact that a considerable number of people in the Merchant Navy also served in the Royal Naval Reserve. The conditions of service in the R.N.R. were such that they did not get the same period of responsibility of watching service as they did in the Merchant Navy, and, therefore, if the members of the committee adhered to rigorously to that it would seriously penalise anybody, who, realising his patriotic duty, sought to give service in the R.N.R.

The matter had been a subject of negotiation between the Admiralty and the Board of Trade, and he would like to make announcement of an agreement which had been arrived at between the Board of Trade and the Admiralty, that half the time spent in training in the Royal Naval Reserve should be allowed to count as qualifying sea service for a Board of Trade certificate. (Hear, hear.) That was the first time that any statement had been made on that subject, and he had no doubt that they would have comment or criticism in due course.

At the moment there was sitting in London that great International Conference on Safety of Life at Sea. It was fortunately, not the part of the politicians to take an active part in that conference. Their main function was to welcome the delegates. The actual technical work was carried out by the delegates who represented the maritime interests of this country, and they were hoping great things from that conference. They were hoping that, as a result of that conference, an international convention would be drawn up, and the other nations of the world with themselves would be able to ratify that convention and give legal effect to it and rigourously enforce it. This was one of the things that they who went to sea, whether serving as crew or as passengers, safer than at the present time.

Signal Codes Committee  
They had also sitting at the Board of Trade a very interesting committee called the International Signal Codes Committee, of which he was the chairman. That committee was engaged in an exceedingly interesting task. Those of them who were seafarers were aware that there was in existence an unofficial international signal code book, and this committee was making an attempt to creating something whereby the Dutchman would be able to talk to the Englishman when neither knew the language of the other. It was no easy job to get an international code signal book, and there were delegates from Japan, United States, Spain, France, Germany, Norway, and Italy, and they had been at it since last September. The other day they had a meeting, when he was called upon to consider with them an interim report, which he had signed and forwarded to the right quarters, so that they could be despatched to the foreign governments concerned. It would take another year to finish their work, and they would

(Continued on Page 5)

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JUNE.

FRI. 14th MON. 24th

WED. 19th SUN. 30th

S.S. "TAI MING"

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JUNE.

SUN. 16th WED. 25th

FRI. 21st

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*JEYPORE	5,318	15th June	Marseilles, London, Antwerp, Rotterdam and Hamburg.
RAJPUTANA	10,568	22nd June	Bombay, Marseilles & London.
*PERIM	7,648	29th June	Marseilles, London, Antwerp & Rotterdam.
*KASHGAR	9,005	6th July	Marseilles, London & Hull.
*MIRZAPORE	6,715	9th July	Straits, Colombo & Bombay.
*ALPORE	5,273	19th July	Straits, Colombo & Bombay.
KHIVA	9,135	20th July	Marseilles & London.

\* Cargo only. † Calls Casablanca.

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## BRITISH INDIA-APCAR SAILINGS.

*TALMA	10,000	14th June	Singapore, Penang & Calcutta.
*GURNA	5,248	25th June	Singapore, Penang & Calcutta.
SANTHA	7,754	4th July	Singapore, Penang & Calcutta.
TILAWA	10,006	24th July	Singapore, Penang & Calcutta.
TALAMBA	3,013	26th July	Singapore, Penang & Calcutta.
SIRDHANA	7,745	29th July	Singapore, Penang & Calcutta.
TAKIWA	7,738	31st Aug.	Singapore, Penang & Calcutta.
TALMA	10,000	21st Aug.	Singapore, Penang & Calcutta.

\* Calls Rangoon. † Cargo only.

B.I. Apcar Line steamers have excellent accommodation for 1st  
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ST. ALBANS	4,500	5th July	Manila, Sandakan, Thursday Island,
ARAFURA	6,000	2nd Aug.	Cebu, Kolambagan, Taiwan, Timor, Darwin, or other ports en route as
TANDA	6,050	30th Aug.	timberment offers.
ST. ALBANS	4,500	4th Oct.	Frequent connections from Australia with the following:—
ARAFURA	6,000	1st Nov.	The Union S.S. Company's steamers to the United Kingdom via New

Regular monthly sailings from Hong Kong to Japan and Hong Kong  
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The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hobei,  
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The New Zealand Shipping Company's steamers for Southampton and  
London via Panama Canal.

## SAILINGS TO SHANGHAI &amp; JAPAN.

*ALPORE	5,273	18th June	Shanghai, Moji & Kobe.
*KHIVA	9,135	21st June	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,006	29th June	Amoy, Moji, Kobe, Yokohama & Osaka.
SIRDHANA	7,745	3rd July	Amoy, S'hai, Moji, Kobe & Osaka.
KHYBER	9,114	5th July	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	3,013	6th July	Amoy, Moji, Kobe & Osaka.
ARAFURA	6,000	9th July	Moji, Kobe, Osaka & Yokohama.
MALWA	10,060	19th July	Shanghai, Moji, Kobe & Yokohama.
*KIDDERPORE	5,334	20th July	Shanghai, Moji & Kobe.
TAKIWA	7,738	19th July	Amoy, S'hai, Moji, Kobe & Osaka.
TALMA	10,000	30th July	Amoy, S'hai, Moji, Kobe & Osaka.

\* Cargo only. † Calls Tsingtau &amp; Wei-hai-wei.

All dates are approximate and subject to alteration without notice.

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Passengers for Rangoon must defray their own Hotel expenses at  
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All Cabins are fitted with Electric Fans free of charge.

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S.S. "CITY OF MOBILE" ..... via Suez Canal 15th June.  
S.S. "MACHAON" ..... via Suez Canal 8th July.  
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## THE "MERCANTILE"

(Continued from Page 4.)

ultimately produce a document which would be of inestimable value to those responsible for ships going to sea.

There was just one other thing which he wished to mention, and that was another committee of the Board of Trade, of which he was chairman, the Wireless Direction Finding Committee. Those present knew the aristocrats of the ocean had wireless direction finders on board, but the rank and file of the sea had not found it possible to instal this expensive apparatus, and he rejoiced to see that each year showed a marked advance in the carrying of wireless direction finding apparatus. He hoped that shipowners generally would be more and more willing to incur the expenditure, not only for their own sake, but for the sake of everyone else on the sea.

Unless there was mutual aid in safety of life at sea, it fell to the British Merchant Navy to carry more than its share of this mutuality, but he hoped that shipowners would have the means at their disposal to equip their ships with this valuable device. In the meantime, it was no good having wireless direction finding apparatus unless they equipped their own shores with wireless beacons, whose main purpose was the safeguarding of ships into harbours whatever the weather conditions might be, and these beacons being rapidly equipped with these beacons. It was an expensive job, and the cost fell upon the lighthouse fund, which was contributed to by those who owned ships and brought them into British ports, and they were always kicking against the light dues.

More Wireless Beacons  
It was his pleasure last year to announce a reduction of 5 per cent., but he would be very pleased to see a further reduction, for gratitude always arose out of what was going to happen, and not what had already happened. They were, however, carrying out this programme, and he hoped about another two years the whole of the important points of the coasts would be adequately protected by wireless beacons. (Hear, hear.)

They were at the moment engaged in an exceedingly interesting arrangement, jointly with the Air Ministry, and they hoped shortly to announce at Oxfordness an experiment of what was known as the rotating loop beacon, which would be very costly. It was a beacon but he thought it might interest them to know that by means of this rotating loop beacon those on board a ship did not require to have a wireless direction finding apparatus, but only a wireless receiving set and a stop-watch, and by this means mariners would be guided into harbour.

He would ask those present to encourage all their colleagues who might be in the North Sea at any time to take this beacon at the earliest opportunity, so that they could not carry out the experiments in this way unless they had the co-operation of the masters and officers, and he made an appeal on behalf of the Board of Trade, the Air Ministry and the whole of the mercantile marine of the world, to all the masters in that area, to do their best to co-operate so that they could carry out these experiments.

"Turned the Corner"  
Sir Edward J. P. Crowe, C.M.G., also supporting, said there was a most intimate and close connection between the overseas trade and the Merchant Navy. Being an island power they could not live for a day were it not for their ships which brought them food and raw material, and took abroad their manufactured goods. The British Merchant Navy not only conveyed from their ports goods, but it carried from one foreign port to another foreign port goods which brought to them freights, insurance premiums, and banking profits, therefore, the more trade that was carried in British bottoms the better it was for this country.

He believed that they had turned the corner, and that they were looking forward to a better time in their overseas trade. (Applause)—that their ships would be more busily employed, and that there would be more posts for both masters and officers, and that employers would be able to take on more men, and improve conditions all round. Let them hope that this Merchant Navy, but with the whole of their trade, so that they might be prosperous.

He had one other close interest with the Merchant Navy, and that was through the Consular service, and from that point of view he had the greatest affection for the Merchant Marine. There had been a very vast improvement in conditions abroad in all matters connected with the sea. That was due, he thought, partly to that admirable piece of legislation, the Merchant Shipping Act, but also to the higher standard of the officers and men, and owners had been able to give it. It did help them in foreign countries in protesting when officers and crews had been unjustly and unfairly treated to know that a powerful association like the M.M.S.A.—its alertness to the working needs of the officers of the merchant ships, afloat and ashore, and its beneficent endeavours to bring relief and comfort to those who need it when stormy days are done. (Applause). What a fine record of persistent service the association had maintained since it was established 72 years ago. During the whole of that long period the association had been true to the spirit of its founders through all the changing conditions of sea life.

In 1857 the gross tonnage of the United Kingdom was about 6,000,000 tons, of which no less than 5,500,000 tons represented sailing ships. To-day the aggregate gross tonnage is nearly 20,000,000 tons, sailing ships only accounting for 12,000,000 tons. In 1857, again, water and food for the crew of the ship were horrid compared with their modern ideas.

Then what changes in propulsive power had taken place, the coming of the turbine machinery, and the diesel engine, coal and oil, and now pulverised fuel. The aids to navigation, as they knew them to-day, were largely nonexistent. Through all these changes masters, engineers and officers had adapted themselves to the new conditions.

Through it all safety at sea had steadily improved, until transport across the oceans was now safer than voyaging across the streets of their cities and towns. True to their salt, the sailors had lived and died sea-ruling. (Hear, hear). The key to their island story was to be found in sea power. All that was best in their community life had come to them on the pathway of the sea.

It was because of the debt they owed to seafarers that they appealed with confidence for continued and increased help for the M.M.S.A.—the oldest combination of the sea service. Its work was comprehensive.

On the proposition of Mr. M. P. Dix, seconded by Mr. E. B. Thomas, the retiring members of the council were re-elected.

A vote of thanks to the acting Lord Mayor was unanimously adopted on the proposition of Captain J. H. Holtton, seconded by Captain J. A. Coverley.—"Journal of Commerce."

## PASSENGER LISTS.

## ARRIVALS

Per s.s. "Chang" from Australia and Manila, June 10:—  
Mr. and Mrs. H. H. Scott, Mrs. E. V. Ternes, Mrs. C. L. Ternes, Miss C. A. Taft, Miss G. C. Taft, Miss A. M. Leydin, Miss M. Fraser, J. W. Kyle, Mrs. B. Anderson, Miss A. Clark, Miss M. Finlayson, Miss S. A. Finlayson, N. C. Letton, Mr. and Mrs. J. H. Ferris, E. A. Cowell, Miss M. Lester, Mrs. M. Weston, Mr. and Mrs. W. W. Robinson, Miss M. M. Robinson, A. Maloney, Mr. and Mrs. F. E. Hayward, C. W. Alexander, Mr. and Mrs. P. E. Byrne, S. Jensen, Mr. and Mrs. W. W. Hayne, Mr. and Mrs. W. G. Lewis, Mr. and Mrs. J. H. Woolrych, Miss E. A. Thorpe, Mrs. G. Boyce, H. G. Connelly, Mrs. W. G. Greenland, Miss I. Greenland, R. Gillespie, Mrs. W. Read, S. Taboul.

## DEPARTURES

Per s.s. "Aeneas" for Singapore and United Kingdom, June 11:—  
Commander J. B. Newell, R.N., H. Fredenham, P. G. Herridge, H. Nicholson, Thomlinson, Mr. and Mrs. B. Barendson, J. L. Copland, P. D. G. Gain, J. Henderson, Dr. P. D. T. P. Lee and two infants, H. Friedenthal, Miss L. E. Curtis, Masters G. S. and B. W. Macartney, Mr. and Mrs. A. G. MacNeill and two daughters, Mrs. D. Miners and daughter, Miss F. M. Morton, Capt. J. P. Shelley.

Per s.s. "Tenyo Maru" for San Francisco, June 12:—  
Alex. d'Azevedo, Mrs. F. E. Cameron, Mr. and Mrs. N. Jacobson and infant, H. A. Pearson, E. A. Cowell, M. Mayeda, W. H. Kelly, F. Strahan, Mr. and Mrs. E. Hope Caten, L. Hope Cater, Mr. and Mrs. H. M. Gregory, Mrs. Brewer, I. I. Jenkins, S. T. Hoyt, K. R. Barnes, A. B. Mehta, Mr. and Mrs. W. G. Lewis, Mrs. Gerard Boyce, Mr. and Mrs. J. F. MacPherson, Mr. and Mrs. F. H. Patterson, Miss Francis Patterson, J. A. Alf, B. Reed, V. Biscalluz, Ernest J. Cutler, Jose Desiderio, F. H. Maquifco, Miss C. Santos, A. Indrayothin, Mr. and Mrs. C. F. Jeyes and infant, August Abany.

## CONSIGNEES' NOTICES.

Consignees of cargo ex s.s. "Nippon" are reminded to take delivery of their goods which will be subject to rent after June 14.  
Consignees of cargo ex M.V. "Panama" are reminded to take delivery of their goods which will be subject to rent after June 17.  
Consignees of cargo ex s.s. "City of Athens" are reminded to take delivery of their goods which will be subject to rent after June 17.  
Consignees of cargo ex s.s. "Bendoran" are reminded to take delivery of their goods which will be subject to rent after June 19.

## MOVEMENTS OF STEAMER

The C.P.S. R.M.S. "Empress of Russia" arrived at Kobe on June 11 (Tues.) at 3 p.m., left Kobe on June 12 (Wed.) at 6 a.m., was due at Nagasaki on June 13 (Thurs.) at 6 a.m. She left Nagasaki on June 13 (Thurs.) at 2 p.m.

## CONSIGNEES.

THE EAST ASIATIC CO., LTD., COPENHAGEN.

The Motor Vessel, "PANAMA."

having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 17th June, 1929, at 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined by Messrs. Anderson & Ashie on the 16th June, 1929, at 10 a.m.

All claims against the vessel must be presented to the Undersigned before the 20th June, 1929, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JOHN MANNERS &amp; CO., LTD.

Agents.  
Hong Kong, 10th June, 1929.

## CONSIGNEES.

LLOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

Steamship, "NIPPON"

From Trieste, Venice, Spalato, Port Said, Suez, Aden, Bombay, Karachi, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 8th instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent. All claims against the vessel must be presented to the undersigned on or before the 24th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL &amp; CO., LTD.

Agents.  
Hong Kong, 8th June, 1929.

## NOTICE TO CONSIGNEES.

ELLERMAN LINE.

From EUROPE.

The Steamship, "CITY OF ATHENS"

having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th June, 1929, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 24th June, 1929, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LIMITED.

General Agents.  
Hong Kong, 11th June, 1929.

## NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', LONDON &amp; STRAITS.

The Steamship,

"BENDORAN"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 30th July, 1929, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 18th inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

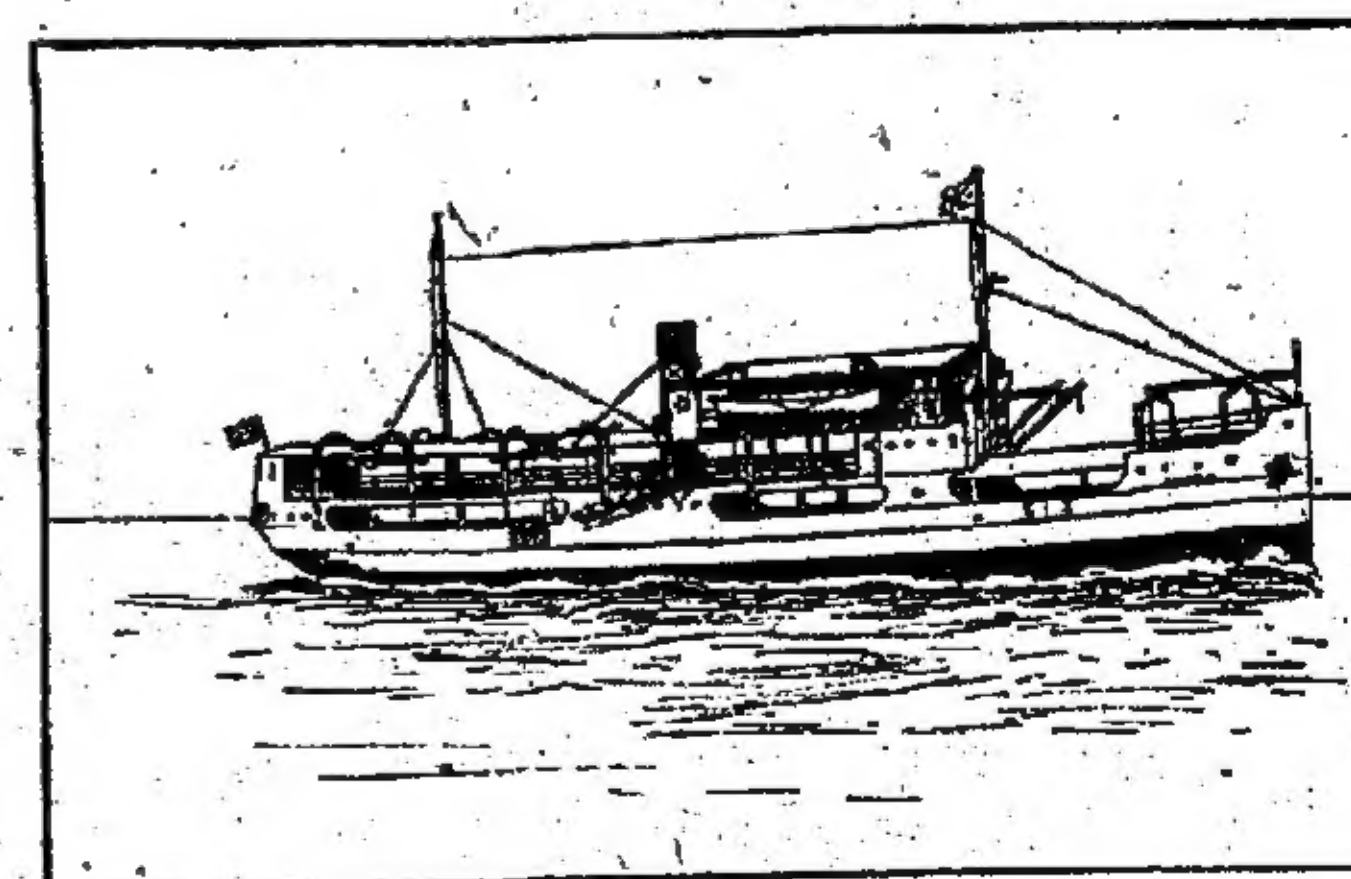
GIBB, LIVINGSTON &amp; CO., LTD.,

Agents.  
Hong Kong, 12th June, 1929.

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Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

Agents.

Hong Kong, 10th June, 1929.

Hong Kong, 10th June, 1929.

Hong Kong, 10th June, 1929.

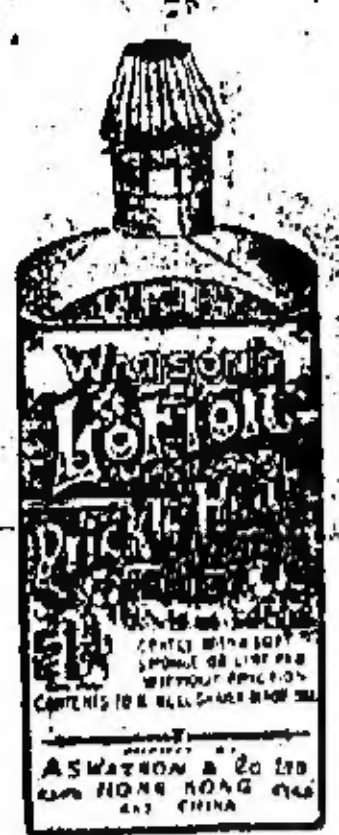
Hong Kong, 10th June, 1929.

Hong Kong, 10th June, 1929.

Hong Kong, 10th June, 1929.

Hong Kong, 10th June, 1929.





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### The China Mail.

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Hong Kong, Thursday, June 13, 1929

### WATER: THE NEWEST PHASE

With the first meeting yesterday of the Water Emergency Committee the water crisis may be said to have entered upon an entirely new phase. The Government, by its invitation to representative ratepayers, Chinese and non-Chinese, to join the Committee, is doing more than merely distributing the responsibility for solving the water problems: it is appealing in a direct manner for the whole-hearted co-operation of the entire community. And, moreover, it is conceding the right of the unofficial portion of the Colony to be taken into the councils of the authorities and to work with them toward an objective that is of vital concern to every individual, high and low, without exception. It remains for the community to respond to that appeal for co-operation—to rise to the occasion in the true civic spirit and prove to the utmost that they are well worthy of reposing trust in during a local emergency. At the moment any short-comings or errors of judgment on the part of the authorities or their predecessors in office matter nothing. At the moment the personnel of the Emergency Committee matters nothing: there must be no cavilling at the inclusion of this gentleman or the exclusion of another gentleman. The Emergency Committee is charged with the serious duty of helping the Government. It, therefore, logically follows that the community must sink every other consideration but that of solidly supporting the Com-

mittee. The Committee has been well chosen and is sufficiently representative to be approached—individually with fresh ideas and suggestions in their work. In the remote contingency of any individual ratepayer being unacquainted with any member of the Committee suggestions can still be forwarded to them through their Secretary or through the Press.

Every possible lappable source of water supply and distribution must be explored to the utmost limit by the Water Emergency Committee within the shortest possible time. That sums up their duty in one sentence. They, as well as the rest of the community, have to think first and foremost of the plight of their unfortunate brethren to whom at the moment potable water is far more precious than their daily bowl of rice. It matters not to whom may be debited any blame at this late day for the insufficiency of water storage. The thirsting populace are here. The thirsting populace have just got to be provided for with their requirements day by day and hour by hour in the matter of potable water. Let there be an end of destructive criticism from empty brains: let there be nothing but helpful constructive criticism and suggestions. The crisis is too serious for mere philandering with words that take us nowhere: and it may easily become more serious still, for we are impotent to make rain at our own sweet will, however much we would wish for an abundant downpour automatically to settle the whole vexed trouble.

Amongst the numerous suggestions that have been advanced quite recently with the object of improving our supply and distribution of water mention was made in this column yesterday of the possible utilisation of the various dry docks and the swimming bath at the Victoria Recreation Club as temporary reservoirs. The former scheme is elaborated by a correspondent on page 1 of this issue.

There is also, it is reported, quite a respectable spring of fresh water at the Police Quarters at Breezy Point. Here, too, ways and means could easily be found of using it in the scheme of distribution instead of permitting it to run to waste. And there are doubtless other sources that only require a little exploration to bring to light—no supply can be regarded as too insignificant if it can help to conserve the storage at present in the various reservoirs, for, if the position

is critical at the moment, it may easily become much more acute during the coming winter months.

To revert to the Water Emergency Committee it may be said that its creation will be welcomed by the entire community. It is a recognition in itself by the authorities of the need in an emergency for encouraging the civic spirit. It is an important admission that in some matters affecting the welfare of the entire community a public Committee can perform work of inestimable value to the Colony as a whole. In other words, it affords timely justification for all that has been written in the "China Mail" for some years in favour of the creation of a Municipality. Water supply is purely a municipal problem and, therefore, no other body is more fitted to deal with it in all its manifold phases than a Municipal Council. Having recognised this principle by the appointment of an Emergency Committee, it is not hoping too much, we trust, to ask that when the present ominous clouds have rolled away, and when there is no more need of water restrictions or water rationing, the higher authorities will make of the Emergency Committee the nucleus of our first Municipal Council.

Quarantine restrictions have been imported against vessels arriving from Saigon on account of plague at that port.

Fung Choi, shopkeeper, No. 963, Canton-road, reports that on Tuesday he entrusted an employee named Li San (28), with the sum of \$145.38 to settle certain accounts. Li has not returned to the shop since.

A public car with three Chinese women in it collided with another vehicle on the road near the Taitam reservoir last night. The injured parties were admitted to the Government Civil Hospital, in a serious condition.

For the theft of a door mat valued at \$2 from No. 50 Nathan-road, a Chinese was this morning fined \$10 or 14 days' imprisonment by Mr. T. S. Whyte-Smith the Kowloon Magistrate. Accused was arrested in Lower Lascar-road endeavouring to sell the mat.

### PLEASE DON'T WASTE WATER

A richa puller employed by the occupiers of the first floor of No. 125, Hollywood-road, was this morning charged at the Central Magistracy, with indecent behaviour towards an amah employed at the same house. Sentence of three months' hard labour was passed.

Ip Yuk, an amah employed by Barrack Sergeant Hunt, Central Police Station, has been admitted to the Government Civil Hospital suffering from an injury to her forehead, caused through a bottle of mineral water bursting whilst she was removing it from the ice chest.

The Kowloon Magistrate to-day granted the application of H. R. Butters, of the Secretariat for Chinese Affairs, for a re-hearing of the case in which three Chinese women are alleged to have been implicated in the kidnapping of a girl from Kowloon. The women were discharged at the original hearing.

At the Central Magistracy, a Coroner's jury, sitting with Mr. E. W. Hamilton, returned a verdict of "Death from natural causes" at an inquiry held into the death of Chan Fook (22), a prisoner in the Victoria Jail. Dr. A. Cannon gave evidence that the prisoner suffered from epilepsy, and at one stage had as many as 29 fits in 24 hours. He was finally transferred to the Mental Hospital where death took place.

The temerity of a Chinese woman in utilising stream water that fed Shek Lapui Reservoir to wash clothes, was checked when she was arrested and brought before the Kowloon Magistrate yesterday. An Indian guard whose vigilance had led to the accused being arrested, failed to appear to prosecute her capture. As a result, the woman was discharged. She was alleged to have used stream water for washing her clothes, thus polluting the water.

### CORRESPONDENCE

#### SPRING WATER

(To the Editor of the "China Mail.")

Sir,—According to the Government's Water Report published in your issue of to-day's date, the total consumption of the Island of Hong Kong at present may be taken at 4,000,000 gallons per day.

The consumption during the past week amounted to 27.37 million gallons. The yield from streams during the week is 17.24 million gallons, which is noteworthy. If streams are capable of producing 17 million gallons of water per week at this time of the day, one can imagine the quantity of water that has percolated through the soil and rocks, and which is held in reserve in the "pockets" of our hills.

After a big rain storm, one can always see cascades of this pure spring water bursting from the face of the Peak and the rocks above Kennedy-road, and indeed in all parts of the Island.

According to the speech of Hon. Mr. J. P. Braga, an expert, who was invited by the Government to report on the possibility of sinking artesian wells on the Island, was unable to find any springs in the geological formation of the Island.

In face of what one experiences and actually sees before his eyes, how can this expert be right, when he says that no springs can be found on the Island? I cannot agree with him.

There may not be rivers of underground water in Hong Kong Island, but there are certainly "pockets" of water, which are capable of producing a plentiful supply of pure spring water suitable for potable purposes.

I have suggested the inspection of those localities where "pockets" of water are likely to exist, and in spite of this expert's opinion, it can do no harm to have a new geological survey made, and to have such localities bored and tapped for water.

Every drop of pure water suitable for potable purposes is needed at present, and every effort should be made to search for and procure this water, as things are getting really serious.

It is reasonable to believe that sufficient quantities of this pure spring water can be tapped for washing, bathing and flushing purposes, if not for drinking purposes; and isn't it better for the inhabitants to draw upon the supply from these wells for such purposes than to use the precious fluid from our already depleted reservoirs?

I do not see the danger of cholera and typhoid in water from Government controlled wells and tanks, and, notwithstanding the fears of the Colony's health authorities, I hope they will agree with me that it will be quite safe to open new wells as suggested in my letter of June 1, 1929, as follows:

"1. I am, therefore, in favour of a careful inspection of all localities suitable for digging and boring wells by experienced engineers.

"2. All existing spring wells which are free from contamination by sewage matter should be immediately re-opened and cleaned for use.

With a proper system of controlled wells, pumps and tanks, the Colony need not look to the mainland for its water supply in future.

"If not needed for drinking purposes, such well water could be used for washing, bathing and flushing purposes, and would mean an immense saving of the precious drinking fluid in times of drought and water scarcity."

Yours, etc.,

TSE TSAN TAI

Hong Kong, June 12, 1929.

#### SHANGHAI WATER

(To the Editor of the "China Mail.")

Sir,—Now that water from Shanghai is arriving to relieve the shortage in this Colony, I beg to point out that every care should be exercised in its use, as the water of the Shanghai Water Works Co., Ltd. is drawn from the Whangpoo and we all know what river water in China is like. To prevent an epidemic of enteric diseases, notices in Chinese should be posted at places where this water is released for consumption stating that it must be boiled for drinking purposes. This letter is not written in a carping spirit; it is the fruit of bitter experience in drinking, unknowingly, unboiled Shanghai water some years ago.

Yours, etc.,

"BEFORE SHANGHAI."

Hong Kong, June 12, 1929.

Through Dr. W. M. Robson, senior physician at Northampton General Hospital, an anonymous woman has given £3,500 to defray the cost of twenty bedrooms recently built for nurses.

Councillor Miss J. Dennistoun, a retired school mistress, has been elected chairman of the Long Sutton Urban Council. She is the only woman councillor in South Holland, Lincolnshire.

Owing to differences with the leaders of the church all the Park Avenue Primitive Methodist choir at Northampton resigned.

#### P'RAPs

#### P'RAPs NOT!

Victim: "Surely you are not going to rob me?"  
Footpad: "Ho, no. Me mate around the corner does that. All I do is deliver the anaesthetic!"

Old Gentleman: "Look here; I know that my feet were meant to be walked on, but I consider that privilege belongs to me."

Housewife: "But, my good man, your story has such a hollow ring."  
Tramp: "Yes, lady, that's what comes from speaking on an empty stomach."

Jones: "I saw a conjurer last night who could give you two different drinks out of the same bottle."

Brown: "That's nothing, my boy. We've a greaser in our suburb who can sell you three different priced teas out of the same box."

Dad (severely): And look here, Ethel, you mustn't encourage that young man to stay so late every night. It's disgraceful. What does your mother say about it?

Ethel: She says men haven't altered a bit, dad.

"Which is your favourite cigarette?" inquired the hostess, as she opened the humidor.

"Sorry," returned her prominent guest firmly, "but I'm not talking for publication this evening."

"So I hear you're getting married, Pat."

"Sure and bedad, that's right. It's Mary Malone's the girl, the smartest cullen in Kerry."

"Ah, Pat, my lad, you'll regret the day ye sacrificed your single-blessedness."

"How's that, me bhoy?"

"Shure, you'll never have a penny in your trouser pockets when ye wakes up of a mornin'."

"Ah, Mike, don't you worry about that. I can soon square that matter. Shure, O'll just tell me tailor to put all the trouser pockets in me overcoat instead."

Tourist: "Do you get much in the way of motor traffic down here?"

Ancient Villager: "No, zur; Oi wouldn't be turned 84 if Oi did."

The Mistress: "So you have decided not to get married, Nora. Have you been taking stock of married folk?"

Nora: "Na, mum; only you and the master."

"Do you believe, sir, that on election day the women should be at the polls?"

"Yes, sir," the crusty bachelor unexpectedly replied—"at both of 'em—North and South."

A man went to his doctor and requested treatment for his ankle. After careful examination the doctor inquired: "How long have you been going about like this?"

"Two weeks, sir."

"Why, man, your ankle is broken. How you managed to get about is a marvel. Why didn't you come to me before?"

"Well, doctor, every time I say anything's wrong with me my wife declares I'll have to give up smoking."

I eat my peas with honey—I have done it all my life. They do taste kind of funny, But it keeps them on the knife."

Very Pretty Girl (in art gallery): "I believe you have a very beautiful 'constable' here?"

New Attendant: "Dunno, miss, unless it's 'Erbert' ere—e ain't bad-looking."

Sue: "What is the correct translation of the motto on that lovely ring you gave me?"

Jack: "Faithful to the last!"

Sue: "How unkind! And you always told me I was the first!"

"What did you tell father about your prospects?" she asked.

"I told him I expected in the near future to be helped by a rich relative."

"Why, Charles, you told me you had no rich relatives."

"I know it, but I'll have one after the wedding, won't I?"

"Do you know?" remarked a woman to her husband, "that Johnny is a somnambulist?"

"A what?" was the gruff query.

"A somnambulist. He walks in his sleep."

"When did he begin to do that?"

"I didn't notice it till last night. After he had gone to sleep in bed, he got up and started to black his boots. He knew nothing about it this morning. Can you explain it?"

"I can! And if he had done it while he was awake he would have been more incomprehensible."



## MALARIA FEVER

## Relation To Man And Mosquito

## MAGNITUDE OF PROBLEM

The following is the concluding instalment of a lecture on "Malaria in Its Relation to Man and Mosquito," by Dr. A. R. Wellington, Director of Medical and Sanitary Services, as published in pamphlet form by the Malarial Advisory Board of Malaya:

Elimination of Mosquitoes.—Before you can eliminate anything with surety you must know something about it, and the more you know the more chance you have of succeeding.

It is impossible to eliminate all mosquitoes from Malaya—or even all anophelines—but it is possible to rid local areas of the malaria carrying anophelines by attacking their breeding places.

The eradication of malaria by this method seems easy to those who have but a smattering of mosquitoology—but it is not by any means as simple as it looks.

An American Medical student after watching an eye surgeon do an operation said, "Well, Doctor, that looks easy." "Young man," replied the surgeon, "it does look easy but believe me I spoiled a whole lot of eyes before I could do it like that."

The amateur mosquitoologist is apt to spell a whole lot of failures or towns before he gets the requisite knowledge which leads to success. He must learn by his own failures or by the experience of others.

## Find Breeding Places

In dealing with malaria you must first find the breeding places of the anophelines, at fault, and you cannot find the breeding places until you can spot the larvae and can distinguish one species from another.

It is just as absurd to suppose that a man who knows nothing of mosquitoology can rid an estate of malaria-carrying anophelines as it is to suppose that a man who has never seen a tiger and knows nothing about its habits can rid an estate of a man-eater. War against particular races of mosquitoes can be compared to war against particular races of men.

In isolated cases amateur efforts may effect small local successes—usually however they fail—quite often successes are put down to measures taken when the credit is due to nature.

Campaigns of any magnitude can be successful when planned by those who have studied the enemy's habits and who are acquainted with his life history. In an anti-mosquito campaign every effort must be made to bring untoward influences to bear upon the enemy mosquito and upon his reserves, the larvae. Not only must the general know his work but each individual down to and including the private must be so trained that he will do his work without a hitch. In an anti-mosquito campaign thoroughness is everything, lack of attention to detail will spoil all. And when success appears to have been achieved constant care is necessary to see that the enemy does not reconcentrate and turn success into failure.

Remember a mosquito army is an airplane army and has a wide range of operations.

**A Useful Definition.** Anti-malarial medicine (mosquito elimination) is health work or preventive medicine. It has little to do with curative medicine. I mention this here because planters and others so often make the mistake of thinking that any medical man is competent to advise on anti-mosquito measures. Every doctor has the foundation for this health work but every doctor has not progressed beyond that stage.

A military campaign would certainly fail if generalised by one who only knew how to take care of the physical condition of his own army and knew nothing of the enemy. An anti-mosquito campaign will fail if it is generalised by a physician or a surgeon who has not studied the mosquitoes.

But the study of mosquitoes is not confined to medical men. Anyone can become acquainted with the habits and life history of our anophelines if he goes the right way about it.

## Classification of Mosquitoes.

Entomologists are not yet agreed on the subject of classification of mosquitoes, but for our purpose

it will be sufficient if we divide them into anophelines and culicines.

## 150 Kinds

There are at least 150 kinds of anophelines known. Some come from one region of the globe, some from other regions. It is very important to remember this, for one of the reasons why anti-malarial eradication has so often failed is that the measures adopted have been blindly copied from other countries and it has not been realised that the anophelines in the two places are different and that what is suitable for the eradication of one species is quite unsuitable for the other. The American varieties differ from the African and the Asian and the fauna of the different continents differ in different districts. The anophelines of Panama are quite different from the anophelines of Malaya.

Not all species of anophelines carry malaria, in fact that great majority play no part in the spread of the disease. In Malaya there are 20 kinds but only three seem to have any bearing on the malaria problem.

Life history of Mosquitoes.—The life of a mosquito is divided into four stages, the egg, the larva, the pupa, and the imago or adult fly.

The eggs are laid on water. After a couple of days they hatch and a free swimming larva or wriggler emerges. The larva can breathe or get its oxygen from the water or the air. I am aware that most authorities say they only breathe air but I have kept them alive for 24 hours submerged in water and out of contact with air. The larval stage lasts about ten days in the temperature of the F.M.S.

The larva becomes a pupa, a comma-shaped body surmounted by two tubes through which the immature fly inside takes the air it requires for breathing purposes. After a couple of days the pupa hatches and the mature insect emerges. For a few minutes it rests on the pupal case or on the water unfolding its wings and letting them dry. It then flies away. The whole metamorphosis lasts about a fortnight.

## Important Distinction

Distinction between Anophelines and culicines.—Anophelines can be distinguished from culicines in all four stages. One anopheline can be distinguished from another in all four stages, but the anti-malaria worker need only bother about the adults and the larvae.

The anopheline adult when resting holds itself so that the head, thorax and abdomen are in a straight line, like an expert diver taking a header. The culicine adult has a humped back attitude when resting.

Anopheline larvae are more or less cigar shaped. They rest in a horizontal position on the surface of the water. Culicine larvae are more irregularly shaped than the anophelines. They rest beneath the surface of the water and get what air they require through a tube projecting from the hind end of the body.

Distinction between different anophelines.—One anopheline larva is known from another by their eyebrows and by their whiskers.

## Favourite Breeding Places

Anophelines are like birds in that each species has its own favourite breeding place where it lays its eggs. Why this should be has not been worked out, probably facilities for food supply and protection are important factors.

The English school boy collecting-eggs knows the likely places for the nests of the various kinds of birds. He gained his knowledge chiefly through work in the field. The anti-malarial work to be successful must know the breeding places of the anophelines, he wants to get rid of and he can only learn this from work in the field. Anyone can learn the job but you cannot learn it without getting dirty. The anti-malarial inspector who is always neat and clean is not worth much.

The adult mosquitoes are too agile to be hunted with success and the eggs are too small to search for. The larvae are confined to pools and other collections of water and are large enough to be seen. We search for the larvae and when we have located them we know we have found the breeding places of the adults.

Malaria carriers and their breeding places.—The three great carriers of Malaya are A. maculatus, A. umbrosus and A. ludlowi.

## Hill Lands

Maculatus breeds in hill land especially in the water issuing from the bottoms of slopes as springs or

## SAD DEATH

## HENRY MURPHY SUCCUMBS TO ILLNESS

## POPULAR SCOUT

The death of Henry Murphy, son of Mr. Albert E. Murphy, No. 12 Village Road, Wongneichong, occurred at the Government Civil Hospital on Tuesday from typhus.

Henry was a bright lad of thirteen and very popular with his playmates. A pupil of St. Joseph's College, he was an enthusiastic member of the College Boy Scouts.

At the funeral yesterday afternoon, the Scouts turned out in full force. A large number of friends and playmates were also present, and the bereaved parents.

The 1st Hong Kong Troop of Boy Scouts headed the cortege into the Roman Catholic chapel where a brief service was held. The ceremony at the graveside was conducted by Father Page, the Parish priest of St. Margaret's Chapel.

Wreaths were sent by:—Pa and Ma. Angy and Uncle, Brothers and Sisters, Bill, Eric and Georges, Betty, Charlie and Walter, Sonny O'Connor, Mr. and Mrs. T. V. Jeffery and family, Mr. and Mrs. Ward and family, Mr. and Mrs. Arthur M. de Souza, Mr. and Mrs. Morley, Mr. and Mrs. Daddars, Mr. and Mrs. A. E. Coates, Mary Chan and Sisters, Mr. and Mrs. Guimang, Messrs. J. M. L. Britto, Clyde Chan, F. D. Leonard, Marie and Albert, Commissioner and Members of the Boy Scouts Association, Brother Scouts of 1st Hong Kong Troop and members of St. John's Berchmann's Sanctuary Society.

## LADY'S DEATH

## FUNERAL OF MRS. D. E. DE CARVALHO

## EX-CHESS CHAMPION'S LOSS

The death took place at her residence in Granville Road, Kowloon, on Tuesday evening, of Mrs. Maria Botelho de Carvalho, wife of Mr. D. E. de Carvalho, one time chess champion of the Colony.

The lady, who was 41 years of age, is survived by her husband, four children, two sisters in Hong Kong and two brothers in Shanghai.

The funeral took place at the Roman Catholic Cemetery, Happy Valley, last evening, the service at the graveside being conducted by the Very Rev. Fr. G. M. Spada.

Those present at the funeral were: The husband, one of the sons, and other relatives, and Messrs. A. A. B. Botelho, O. Barretto, H. A. Lamert, A. C. Botelho, A. Corveira de Albuquerque e Castro (Consul for Portugal), C. A. da Reza, P. M. N. de Silva, E. Christensen, E. J. de Figueiredo, P. H. Barnes, A. Silva Netto, J. M. Noronha, L. E. Gutierrez, J. A. S. Alves, D. E. de Silva, E. V. M. R. de Souza, F. H. Kew, C. Assumpcao, C. M. S. Alves, C. A. C. Rodrigues, E. Letac, and others.

There were many floral tributes from the family and friends.

## PLEASE DON'T WASTE WATER

seepages. Maculatus larvae are only found in cleared valleys, not in those covered with jungle, thick bluish or thick ferns. By some they are called light breeders though it is not certain that light is only the determining factor.

Umbrosus larvae are found in jungle covered country especially flat land near the coast.

Ludlowi larvae are found where the water is brackish and exposed to the light. Such conditions are found in clearings near the coast, as towns, villages, or estates.

Elimination of Malayan Carriers.—To get rid of Maculatus keep the hill fests covered or clear them and drain bone dry by underground pipes or by open drains and oil the drains.

Umbrosus.—Clear and drain with open drains, oiling the drains if necessary.

Ludlowi.—Clear and drain, with open drains, oiling the drains if necessary.

**The Eradication of Malaria a Special Study**

The eradication of malaria by the elimination of mosquitoes is primarily an entomological problem, and no scheme of any magnitude has any chance of success unless framed and carried out under the supervision of those familiar with the habits and life history of the species it is intended to get rid of.

A scheme suitable for the elimination of one species is not necessarily suitable for another. The methods found successful in the case of A. umbrosus proved worse than useless in the case of A. maculatus. Schemes suitable in one country should not be slavishly followed in another where the mosquito fauna is different.

A thorough mosquito survey is an essential preliminary to any scheme and the scheme should be framed according to the mosquito findings. A problem full of indeterminate elements (such as a mosquito problem is) is impossible of solution without trials and experiments. Unforeseen difficulties are certain to arise in the course of the work and allowance should be made for any deviation from the scheme which may prove necessary. In many cases the estimate of costs can only be a guess, and a scheme should not be allowed to fail for the want of a little extra money.

## SHADOWS BEFORE.

## COMING EVENTS ANNOUNCED IN THE "MAIL"

## ENTERTAINMENTS

To-day—Queen's Theatre; "The Wind." Theatre; To-day—World Theatre; "The Divine Woman." Theatre; To-day—Star Theatre; "The Garden of Eden." Theatre; To-day—Majestic Theatre; "Ain't Love Funny." Theatre; To-day—At Repulse Bay Hotel, Sam Ku West and His Harmony Trio, 8.30 p.m. to midnight.

## Home Mails

To-day—Inward from Shanghai & Europe via Siberia ("Chekiang"); from Japan, Shanghai and Europe via Siberia ("Yokohama Maru"); from Europe via Negapatam, ("Lahn"). To-day—Outward for Shanghai and Europe via Siberia ("Lahn") 6 p.m.

## Lammert's Auctions

June 14—At Holts' Wharf, Kowloon, a large quantity of T. iron, flat, round and angle bars, 11 a.m. June 18—At Sales Room, Duddell Street, a valuable collection of curios, 2.30 p.m.

## Meetings

June 19—Forty-eighth meeting of Indo-China Steam Navigation Co., Ltd., Messrs. Jardine's Offices, noon.

July 6—Meeting of Creditors of the Hong Kong Tug & Lighter Co., Ltd., at Messrs. Percy Smith, Seth & Fleming's offices, noon.

June 21—Meeting of full committee of Water Emergency, 4 p.m.

## IN OTHER PLACES

## CHRONICLES FROM JAPAN TO JAYA

The junior employees of the Post Office, Shanghai, have petitioned for a monthly increase of \$5, in lieu of double pay for Sunday and holidays.

The Mayor of Greater Shanghai, Gen. Chang Chun, is appointing a special committee to discuss reconstructive schemes for the municipality.

Further telegrams have been sent to the Waichiaopu by Shanghai organizations recommending that immediate steps should be taken to abolish consular jurisdiction.

An employee of the Arsenal, near Shanghai, became entangled in a moving belt and was killed. The officials offered his family a solatium of \$150, but the Union is demanding that \$500 should be paid.

The Ministry of Finance has granted \$30,000 as expenses for the Chinese delegates to the Congress of the International Chamber of Commerce which will be held in July in Holland.

The employees of the San Yu Industrial Concern, Ward Road, Shanghai, have presented a demand, that 80 per cent. of the annual profits should be distributed as a bonus, and that they should be paid while on sick leave.

The Chinese Shipper's Association of Shanghai has sent a reply to the Stamp Tax Bureau promising to attach revenue stamps to their passenger tickets as soon as this rule is observed by foreign shipping companies.

In two armed robberies in Shanghai, five armed men obtained \$320 from their victims. Three unarmed men, however, were foiled on Pingliang Road at night, when a pedestrian put up a resistance. They knocked him to the pavement and decamped.

Two chests containing a large quantity of Communist literature were seized by secret services agents attached to the Gendarmier Commission's office in a house in Pao-shing Road, Chapei. The occupants of the place were absent at the time so no arrests were made.

The "Karn Muang" states that the date of the departure of the King and Queen of Siam in the Royal yacht for Singapore and Java has now been definitely fixed for Monday, July 22. Their Majesties contemplate being away for two months.

## NEW ADVERTISEMENTS.

## WATER SHORTAGE

**THE WATER EMERGENCY COMMITTEE** will welcome SUGGESTIONS bearing upon the WATER SHORTAGE in All Its Phases.

SUGGESTIONS should be forwarded to the SECRETARY, c/o P.W. Dept., under cover Marked "SUGGESTIONS."

By Order,

H. S. ROUSE, Secretary. Water Emergency Committee. Hong Kong, June 13, 1929.

## PUBLIC AUCTIONS.

**THE** Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, June 14, 1929, commencing at 11 a.m., at Holts' Wharf, Kowloon.

A Quantity of

T. Iron, Flat Bars, Round Bars and Angle Bars.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, June 13, 1929.

**THE** Undersigned have received instructions to sell by Public Auction

ON

TUESDAY, June 18, 1929, commencing at 2.30 p.m., at their Sales Room, Duddell Street.

A Valuable Collection of

CURIOS

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Hong Kong, June 13, 1929.

## COFFEE MYSTERY

## COUNTESS' REPORT OF MURDER CAMPAIGN

## TO AVENGE RASPUTIN

The sensational theory that attempts have been made to poison Prince Youssoff and certain of his relations to avenge the death of the notorious Russian monk, Rasputin, has been advanced in connection with a curious case now occupying the attention of the French police.

The Countess de Larenty, formerly the Russian Princess Denicoff, and her husband, and a number of friends staying at the Countess de Larenty's chateau near Sigeau, in the Aude Department, have been on various occasions seized with a mysterious illness.

**Powerful Narcotic**—The family doctor diagnosed the illness as poisoning by belladonna, a powerful narcotic, which atrophies the will power, and if administered in sufficiently large doses can cause a violent death.

A French detective who was called in to investigate the case also fell ill after drinking coffee at the chateau.

The Countess de Larenty has informed the police that recently when Prince Youssoff and her husband were staying at Marseilles the prince was suddenly taken ill, and showed all the symptoms from which she, the countess, and their friends suffered previously at their chateau.

Prince Youssoff, who is now in Vienna, is stated, however, to have made light of the suggestion.

Nevertheless, the countess persists in her theory that the motive for the supposed poison plot is to avenge Rasputin's tragic death in 1916, and that she and her husband are among the intended victims because they are friends of Prince Youssoff.

A member of the count's household has been arrested.

**Alleged Statement**—The man was taken to Carcassonne, where he is alleged to have made an extraordinary statement. He declared that he was completely under the domination of another man, whose name he gave, who exercised an hypnotic influence over him and made him swear to poison the count and the prince. He added that the man had given him poison, and had promised him \$400 if he would put it into the count's coffee until it took effect.

The prisoner has since retracted this statement, and refuses to say any more. The police are meanwhile continuing their investigations.

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ME AND THE MAN IN THE MOON.

5297 { FOREVER.  
I MUST HAVE THAT GIRL.

5279 { SOMEDAY SOMEWHERE.  
SALLY OF MY DREAMS.

5262 { I'M SORRY SALLY.  
OLD MAN SUNSHINE.

5261 { I'M CRAZY OVER YOU.  
MY ANGEL.

5219 { HAPPY DAYS, LONELY NIGHTS.  
GIRL OF MY DREAMS.

5220 { MY OHIO HOME.  
IF I HAD YOU.

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## ROUND THE CINEMAS

CAPTIVATING FILM AT THE  
WORLD

"THE DIVINE WOMAN"

The Metro-Goldwyn-Mayer film, "The Divine Woman," featuring Greta Garbo and Lars Hanson, is to be screened at the World Theatre for the last time to-day. Greta Garbo displays her emotions with realism (if a bit overdone) in her role as "Marianne." Lars Hanson, as a soldier, ably supports the high standard of the film, which depicts him in love with "Marianne." But she delights in luxury and joins the stage. The soldier is put in jail, but the couple eventually marry. Polly Moran, Dorothy Cummings, and Johnny Mack Brown are included in a strong cast. Pathe News is shown in addition, also an interesting film of the State burial of Dr. Sun Yat-sen.

## MOTHER SHOT

SON'S DESIRE TO RELIEVE  
SUFFERING

Richard Roger Corbett, 27, who killed his mother in order to spare her further suffering from cancer and then shot himself with a revolver was operated on at Hyeres Hospital. The bullet was extracted. It is hoped that it will be possible to save his life. It is now stated that before shooting his mother Corbett gave her an anaesthetic. He fired and when she became unconscious prayed at her bedside until morning before he attempted suicide. Corbett's father, who was a native of Oxfordshire, secretly married in 1902 a French chambermaid at Hyeres. Later he founded the English Bank at Hyeres and died in 1908. The widow had many vicissitudes. Her son was educated at Lausanne and he did not see her between 1912 and 1919. When he visited Hyeres he was ordered, in spite of protests that he was English, to do French Military Service. He was drafted to a colonial regiment and sent to Morocco. When he returned to Hyeres he developed neurasthenia in consequence of financial worries and his mother's illness. The news from England on May 8 that his grandmother was dead intensified his melancholy. Corbett has been arrested.

The King and Princess Beatrice (the president) have sent donations towards East Cowes and Whippingham Nursing Association.

## MONEY AND SHARES

### TO-DAY'S QUOTATIONS

On London	1/10 3/4
Bank, wire	1/10 3/4
Bank, on demand	1/10 15/16
Bank, 30 days' sight	1/11 1/2
Bank, 4 months' sight	1/11 1/2
Credits, 4 months' sight	1/11 1/2
Documentary 4 months' sight	2/-
On Paris	1182 3/4
On demand	1182 3/4
Credits, 4 months' sight	1257 1/2
On Berlin	—
On demand	—
On New York	46 3/4
On demand	46 3/4
Credits, 60 days' sight	48
On Bombay	128
Wire	128
On demand	128
On Calcutta	128
Wire	128
On demand	128
On Singapore	82 1/2
On demand	82 1/2
On Manila	93
On demand	93
On Shanghai	81
30 days' sight (private paper)	—
On Yokohama	105
On demand	105
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	10.10
Silver (per oz.)	24 3/4
Bar Silver in Hong Kong	Nominal
Copper Cash	Nominal
Chinese Copper Cents 6% Prem.	—
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	29 1/2% dis.
Hong Kong Sub. Coin Par.	—

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OVERLAND CHINA MAIL.CHINA NEWS, LOCAL NEWS  
and all the NEWS.The Weekly paper that saves you  
the trouble of writing Home.

In the "Overland China Mail" this week, readers will find a "story" about a man confessing to putting water in milk. His doing so would not cause a furor in other parts of the world. Not unless people knew how valuable water is in Hong Kong at the moment.

Both from the lighter side, and with full details of the gravity of the serious problem facing the community, the water shortage has been written up for the "Overland." If you, in the strain of the last few days, have forgotten to write Home and you attribute your lapse to not being able to get a bath, support your claim by sending a copy of the "Overland" so that your friends will know all about the water famine here.

Naturally, "water" occupies the most important place in the current number of the "Overland." But it should be borne in mind that there is abundant other reading matter as well, so much so that the Post Office has had kindly to draw our attention to its growing bulk and weight.

The "Overland" is the only illustrated weekly budget of news published in Hong Kong. It gives you all the "local" and "China" (i.e., political and war) news of the week. Reports of the K.O.S.B. General Court Martial, for instance, will make welcome reading at Home. Be sure to get your copy in time and then put sufficient postage on—four cents for copy.

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Mercantile C.	\$154 n
P. & O. Bank	\$294 n
Bank of East Asia	\$90 1/2 n

### Insurances

Canton Insurance	\$655 n
Union Insurance	\$330 s
North China Insurance	\$160 b
Yangtze Insurance	\$850 n
China Underwriters	\$2.10 s
China Fire Insurance	\$300 b
H.K. Fire Insurance	\$775 n

### Shipping

Douglases	\$27 1/2 n
H.K. Steamboats	\$25 1/2 s
H.K. Tugs & Lighters	\$2.60 s
Indo-China (Pref.)	\$50 1/2 b
Indo-China (Def.)	\$70 n
Shell Transports (old)	\$101/- n
Shell Transports (new)	—
Union Water-Boats	\$22 n

### Mining

Benguets	\$3 n
Kailan Mining Ad.	\$63/9 n
Langkats (comb.)	\$14 n
Langkats (single)	\$7 1/2 n
Shanghai Explorations	\$23 1/2 n
Shanghai Loans	\$4 1/2 s
Traubs	\$6 1/2 n
Tronoh Mines	\$17/6 n
Docks, Wharves, Godowns, &c.	—
H.K. & K. Wharves	\$130 s
H.K. & W. Docks	\$35 b
China Providents	\$4.10 s
Hongkew	\$168 n
New Engineers	\$5.85 b
Shanghai Docks	\$7 1/2 b

### Cotton Mills

Ewo Cottons	\$123 1/2 s
Oriental Cottons	\$12.20 b
Shanghai Cottons (old)	\$70 b
Shanghai Cottons (new)	\$73 b

### Land, Hotels & Buildings

H.K. & S. Hotels	\$3.70 n
H.K. Lands	\$62 1/2 n
Shanghai Lands	\$142 1/2 b
Humphreys' Estates	\$13 b 13 1/2 s
H.K. Realities	\$7 1/2 b
H.K. Territorials	—
Prince's Buildings	—

### Public Utilities

H.K. Tramways	\$18.35 b 18.45 s
Peak Trams (old)	\$11.80 b
Peak Trams (new)	\$6.05 n
Star Ferries	\$56 1/4 n
China Lights (comb.)	—
China Lights (old)	\$13.90 b 14 s
China Lights (new)	\$12.90 b x Rts.
China Lights 1928 issue	\$7.90 b Rts.

China Lights (new) —

China Lights 1928 issue —

H.K. Electrics (old) —

[56/56 1/4 sa

H.K. Electrics (new) —

Macao Electrics —

H.K. Telephones —

China Buses —

Singapore Traction —

Singapore Pref. —

Sandakan Lts. —

China Sugars —

Malabon Sugars —

Canton Ices —

Cement (comb.) —

Cement (old) —

Cement (new) —

H.K. Ropes (old) —

H.K. Ropes (new) —

United Asbestos —

Stores, &amp;c. —

Dairy Farms —

Watson —

Der A. Wings —

Lane, Crawford —

Mackintoshes —

Sinceres —

Wm. Powells —

Miscellaneous —

H.K. Amusements —

H.K. Constructions —

B. Ind. G.S. Bonds —

H.K. Govt. Loans —

Prem. —

## 5,000-YEAR-OLD

RELIC FOR BRITISH  
MUSEUM

Interesting acquisitions which have just been made by the trustees of the British Museum include a prehistoric Persian pot, of the early Iron Age, from Nihavand, with remarkable painted decoration of flying birds, presumably eagles.

The relic is unique and shows the origin of the feather and the wing-like decoration characteristic of these vases from Nihavand, the date of which is probably between 3,000 and 2,500 B.C. Other antiquities include a pair of early Sabaeu (Bronze Age) horn-shaped Rhytons from Southern Arabia, of a rare type, the red-slip being decorated with rudely-incised spirals and with bull's heads in relief.

Mr. A. T. Bartholomew, of the University Library, Cambridge, who is the literary executor of the late Mr. H. Festing Jones, has presented original MSS. of books by his mother, the novelist, Mrs. Frances Hodgson Burnett, namely a part of "That Lass of Loree's" and the nearly complete MS. of "His Grace of Osmonds." The department has also acquired letters by Lesclide de Kile and Sainte Beuve.

Additions to the Print Room include two drawings by Louis Laguerre, who with Verrie painted the ceilings of many great English houses, and was immortalised by Pops, and three Japanese woodcuts.

Vigant Leverhulme has given a selection of antiquities. Several from the Solomon Islands include a large black wooden feast-dish, inlaid with a canoe shell, a canoe-head, a figure of a native, and a mother-of-pearl shell spoon.



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## Sport Columns

### AT WIMBLEDON

#### LACOSTE NOT TO DEFEND TITLE

#### WOMEN'S STRONG ENTRY

London, Yesterday. Among the entries for the British lawn tennis championships to be decided at Wimbledon are Jean Borotra (France), H. Cochet (France), H. Kleinschmidt (Germany), William T. Tilden (U.S.A.), G. Lott (U.S.A.) and J. Van Ryn, also of the U.S.A., who beat Tilden in the American trials for selection of the Davis Cup team. Lacoste, the holder, will not be defending his singles title. The women's entry is particularly strong. It includes Miss Helen Wills (U.S.A.), the holder of the ladies' singles, Senorita de Alvarez (Spain), Mrs. Bundy (who as Miss May Sutton won the Wimbledon singles in 1905-1907), Miss Betty Nuttall, Miss Eileen Bennett and Mrs. Watson are the strongest elements in the British challenge for the women's honours.—Reuter.

### LAWN TENNIS

#### RESULTS IN MIXED DOUBLES LEAGUE

Three matches in the Lawn Tennis Mixed Doubles League were decided yesterday. The C.R.C. playing at home, defeated the University by seven sets to two. C.C.C. Beat Recto. The Craigengower Cricket Club visited the Club de Recto at King's Park and defeated them by seven sets to one. L.R.C. Beat K.B.G.C. The Kowloon Bowling Green Club were at home to the Ladies' Recreation Club and lost to their visitors by eight sets to one.

### SINGAPORE SUCCESS

#### THE CABLE COMPANY'S SWEEP

News was received in Singapore on June 6 that the winning ticket in the Eastern Extension, Australasia and China Telegraph Company's Derby sweep was held by Mr. J. G. Brown, third officer on the cable vessel Cable which is at present at sea. The first prize is estimated to amount to about £10,000. News has been wirelessed out to Mr. Brown. Two starters' tickets were also held by local staff members. Mr. Jackson drew Craggair, and we understand that he had sold half his share, whilst Mr. Jinks was held by Mr. Paton who, since purchasing his ticket here, has been transferred to Bantowangi in Java.—Free Press.

### MAYFAIR FIRE

#### THOUSANDS WATCH MASKED FIREMEN

Thousands of people watched firemen, wearing masks and perched perilously on fire escapes, fight a serious fire in Portman Mews in the heart of Mayfair in mail week. The building involved was a four-storey motor-car works, and with in a short time the premises resembled a furnace. Flames reached 100 feet into the air, and a dense cloud of smoke hung over the district. More than twenty-five engines were engaged. Owing to the intense heat the firemen on the ladders had to retreat, but when the flames had subsided the men again mounted the escapes. The fire was discovered by two police constables and Mrs. W. Perry, who lives opposite. The key was obtained from the caretaker, and the two officers and Mrs. Perry concentrated their efforts on removing the cars stored on the ground floor before the arrival of the firemen. People in houses opposite removed their furniture for safety. Among the articles removed was a toy perambulator containing a doll, which a constable wheeled out to the accompaniment of cheers from the spectators. Glasgow Watch Committee, having complaints as to ill-fitting uniforms supplied to the police, have decided that in future all policemen shall be measured for their uniforms.

### T. T. RACE RESULTS

#### EXCELSIOR VICTORY IN RECORD TIME

#### CRABTREE THE WINNER

London, Yesterday. The 264 miles motor-cycle race at Douglas, Isle of Man, for the lightweight tourist trophy, was won by S. Crabtree of Warrington, on an Excelsior, in the record time of 4 hours, 8 minutes, 10 seconds—and an average of 63.87 miles per hour.—Reuter.

### BASEBALL

#### PAST PRESIDENT SHORTLY LEAVING COLONY

Mr. John J. Muccio, American Consul, and the past President of the Baseball Association, is leaving the Colony, on leave, on or about July 9. As is well known, he did a lot to place baseball on the map here, and in view of his impending departure, it is proposed to present him with a suitable souvenir at a farewell dinner which will be held about the end of this month. Particulars may be obtained from Mr. H. Hong Sling, Hon. Secretary and Treasurer of the Baseball Association.

### CORRECT POSTAGE

#### Sending the "Overland China Mail" Home

Thanks to the courtesy of the Postmaster General, it is learned that a number of people have, at various times, sent a considerable number of "Overland China Mail" to addresses in the United Kingdom, and that these have been destroyed owing to—  
(a) insufficient postage prepaid,  
(b) names of senders not on wrappers.  
Each copy of the "Overland" weighs over four ounces. The correct postage to the United Kingdom, therefore, is four cents per copy (i.e., up to eight ounces).  
Bear in mind the correct weight (and the rate of postage it incurs), and, preferably, put the name and address of sender on back. Best of all, send in your order to the "Overland China Mail" with the name and address of addressee and everything will be done correctly for you.

### FASHION'S FOLLIES

#### CHIROPODISTS AND FOOT TROUBLES

"Corns, bunions and other foot troubles are all caused by the follies of fashion," declared Dr. A. W. Oxford, a member of the London Foot Hospital Staff Committee, speaking at the twelfth annual dinner of the Incorporated Society of Chiropodists, held at the Cafe Royal, London. Dr. Oxford mentioned that the Society has now taken over new premises in Fitzroy Square, and it is imperative that £20,000 should be raised. Sir Edward Penton, chairman of the Boot Manufacturers' Association, said the bad boot-maker created the chiropodist, but the trade, having been responsible for the chiropodist's creation would now be the death of him by making good-fitting footwear. Sir A. Henry McMahon, Chairman of the Society, said that to-day interest in chiropody was backed up by industrial firms, many of whom have clinics in their establishments. The Society is shortly presenting to Parliament a Bill relating to the registration of chiropodists. Under present conditions, any unqualified person can represent himself as a chiropodist.

A goods train crashed into the crossing gates at Holbeach recently. Some of the debris was hurled 100 yards. No one was hurt.

### EMIGRANTS

#### PRINCE'S ADVICE AT AUSTRALIA HOUSE

#### PARTING WORDS

Some sixty boys, whose ages ranged from 10 to 12, stood at attention in the reception room of Australia House, in mail week, while the Prince of Wales addressed a few words to them on the adventure on which they were about to embark.

They are lads from Dr. Barnardo's Homes, part of a contingent of 80 which was to sail to Australia the next day in the P. and O. liner "Berrina." These young emigrants will go to a farm school at Mowbray Park, near Sydney, there to learn the elements of farming before taking up work on the land.

The Prince of Wales, who remarked that he was glad to have had an opportunity of saying goodbye to the boys, stated that, in addition to being fortunate in having been trained in the Homes, they were now lucky in having the opportunity of going out to Australia for farm training.

"I have been in New South Wales myself," he added. "I know what the conditions are, and I know what a fine opportunity you are going to have. All that you can learn will be of great use to you, and I am sure you will have a good time. The harder you work the better time you will have."

"Another important reason why you ought to make good in Australia is that those who will follow you from this country—and I hope there will be many—will have a much better chance if you put up a good show."

"We hope we shall see some of you back in Great Britain, and, as the High Commissioner says, do not forget the old country. I wish you the best of luck. By working hard and putting your backs into it, you will help Australia and Great Britain, and will be doing a lot for the Empire as well."

#### Chat With The Lads

It was keeping with the informal address of the Prince that he ignored the Union-Jack draped dais that had been prepared for him, and preferred to speak from the floor. Afterwards he strolled over to the boys and chatted with them. One boy told the Prince that he was leaving a mother behind in England, but that he hoped to be able to keep her in a few years' time, and arrange for her to come out to him.

Mrs. Barnardo, the widow of the founder of the Homes, was present at the ceremony, and when a photograph was taken the Prince insisted on her standing beside him at the head of the boys.

The Prince afterwards visited the offices of the Big Brother Movement, in the same building, where he was shown a list of Big Brothers to whom the certificate, which he himself had drafted, had been given.

### CARD "SHARPERS"

#### CANADIAN'S WHIRLWIND GAME

Signs that card sharpers are again busy among trans-Atlantic travellers appeared in New York in mail week when Mr. Duncan MacLeod, a Canadian living in England, landed from the White Star liner "Majestic" and complained to the police that he had lost £8,000 in a few "friendly" rubbers in the ship.

He said he was first invited to play by a man who described himself as a rich mineowner from Montana, and after some whirlwind games he was informed that he owed £8,000. Later he was told that £2,000 would be accepted. He made out two cheques to cover the amount, but later wirelessed to his bank to stop payment.

Mr. James Fraser has resigned as engineer of the Inverness Harbour Trust. He is over 90, and probably the oldest public official in Scotland, having been in office for over sixty years.

Thirty motor cars were destroyed in a garage fire at Buxton. The town's ambulance, valued at £2,000, was among them.

### "NO MEDAL" WAR

#### A THOUSAND MEN WAIT 45 YEARS

#### AFRICAN CAMPAIGN

Nearly a thousand of England's warriors of yesterday—the pioneer troops of an African expedition forty-five years ago—are still waiting and hoping that the War Office will decorate them with a service medal.

These men are the survivors of the historic Bechuanaland Expedition of 1884-5, in which some four thousand officers and men took part. It was a bloodless expedition; not a single shot was fired throughout the long-drawn-out campaign; but it ended in the glorious defeat of Kruger's strategy, the suppression of two Boer republics which had been set up, and made possible the future of the country now known as Rhodesia.

Senior officers who took part in the expedition were decorated, but junior officers and men have never received either a medal or clasp for their services to the Empire.

The War Office reviewed the case of these men in 1900, 1906, 1920 and 1923. On each occasion the War Office decided that the operations in connection with this expedition were not worthy of the recognition sought for them.

Still one more effort is to be made to induce the War Office to reopen the question of issuing a medal for this expedition.

One of the survivors of this expedition, a man whose breast is adorned with medals and decorations, is disappointed at the setback to his hopes of a medal for his earliest campaign.

"It is a bitter disappointment to me, and I know it must be to my old comrades, to see our claims so persistently and obstinately turned down by the War Office," he said to a newspaper representative in mail week. "I do not think it will be disputed that we made Empire history by this expedition. It is extraordinary to me that the apparent reason why the War Office does not issue a medal for this campaign is because it was a bloodless expedition."

### PRISON SENTENCES

#### HOME SECRETARY'S PLEA FOR REFORM

Sir William Joynson-Hicks, the former Home Secretary, has made strong appeal to magistrates to inflict heavier sentences when imprisonment is ordered. He was speaking at the annual meeting of the Holloway Discharged Prisoners' Aid Society at the Mansion House. The Lord Mayor (Sir Kynaston Studd) presided.

"I desire to offer my protest," said Sir William, "against short sentences. They make it almost impossible for the work of the Prison Commissioners to be as remedial as they would like."

Moral Training  
"It is absolutely impossible to devise any system of the training—moral, mental, or physical—for men who are sent to prison for less than three months. That is the problem I have to consider."

"There are 7,000 women sentenced every year. Only two per cent. on an average receive more than six months, while 81 per cent. get less than a month. It is quite impossible for the prison administration and prison workers to do any good at all with that 81 per cent."

Service to Prisoners  
"Therefore I do implore magistrates, if they feel that a sentence of imprisonment must be imposed—that it is not a case for probation or a fine—let it be so severe and so long as to give the prison authorities an opportunity to apply those remedial measures that are found to be the best service to the prisoners themselves."

"I know that this will hurt, and that pressure will be put on the Home Secretary to release people who may be so sentenced. I will stand the racket of that. If we are to do our duty to the State and to those people whom the State finds it necessary to send to prison, then we must be given a chance of applying those remedial measures that I believe are so desirable."

### U.S. AGRICULTURE

#### CONTROVERSY OVER THE DEBENTURE PLAN

#### A DIRECT VOTE

Washington, Yesterday. President Hoover conferred with the Congressional leaders at the White House, and agreed to the proposal to submit the Debenture plan to a direct vote in the House, thereby facilitating the enactment of farm legislation.—Reuter's American Service.

### LOYAL DUTCH

#### THOUSANDS PARTICIPATE IN JUBILEE PAGEANT

Amsterdam, Yesterday. Forty-thousand persons were present in the Olympic Stadium for the climax of the five days' festivities in honour of the Queen Mother's marriage and jubilee and 14,000 participated in a pageant. Both Queens and Princess Juliana were present.—Reuter.

### OPIMUM NOT MILK!

After the arrival of the s.s. "Sui Tai" from Macao, yesterday, a Chinese was seen on Wing Lok wharf with a basket containing what appeared to be a dozen tins of "Gold Medal" brand condensed milk. When the tins were examined by Revenue Officers, however, eleven were found to contain milk and the other 7.5 tins of prepared non-Government opium. At the Central Magistracy, to-day, he pleaded "guilty" and was fined \$900 or four months' jail. The opium was confiscated.

### FLIES NEAR FLATS

Prosecuting in a case heard at the Kowloon Court to-day, a Sanitary Inspector said that as a direct result of a house boy dumping house refuse in a lane directly behind a European block of houses, flies had collected, and had proved a source of annoyance to the occupants.

Accused was said to have been arrested by means of "a trap." A fine of \$5 or eight strokes of the cane was passed.

### USE OF THE CHOPPER:

The chief cook of the Peking Hotel, Kowloon, appeared at the Magistracy there to-day charged with assaulting his assistant with a chopper.

Accused said that he meant only to threaten his assistant with the chopper. If he had intended to kill him he could have done so "right away."

Sentence—one month's imprisonment.

### ROBBED IN STREET

A Chinese woman named Li Shing-kin, of No. 303, Queen's-road, was walking in Hollywood-road, and robbed. A Chinese approached her from behind, near the junction of Lyndhurst-terrace, and snatched a gold and jade neck chain worth \$165.

He escaped down one of the side lanes.

### LOST SAFE KEY

Yesterday Ho Kong-lai, described as manager of the Kowloon Furniture Store, No. 5, Wing Lok-building, Nathan Road, told the Police that some time between 9.30 p.m., on June 8 and 2 p.m., on June 9, he lost the key of the safe. When he opened the safe on June 10 with another key, he discovered that the sum of \$340, had been stolen.

### WARSHIPS HERE

The following are the warships in harbour:  
Bassin—H.M.S. "Tamar," "Sirdar," "Somers," "Cunha," "Bruce," "Moorhen," "Lis," and "Lis."  
North Arm—H.M.S. "Bridgewater," "Sandwich," and "Spoby."  
Foreign Men-of-War—U.S.S. "Gold Star," French Gunboat "Alerte," and Chinese Armed Launch, "Ping Nam."

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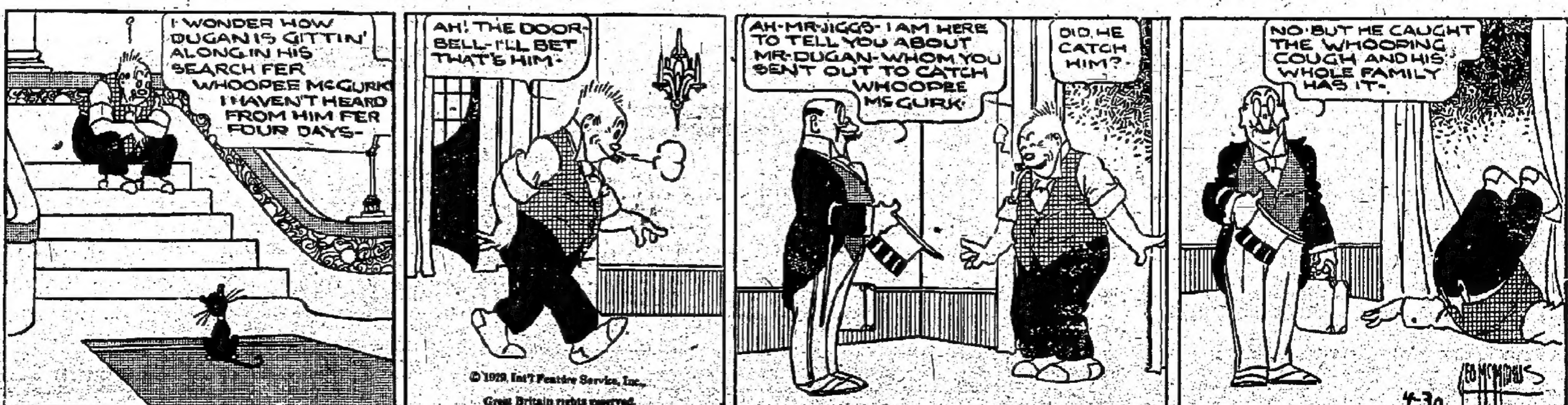
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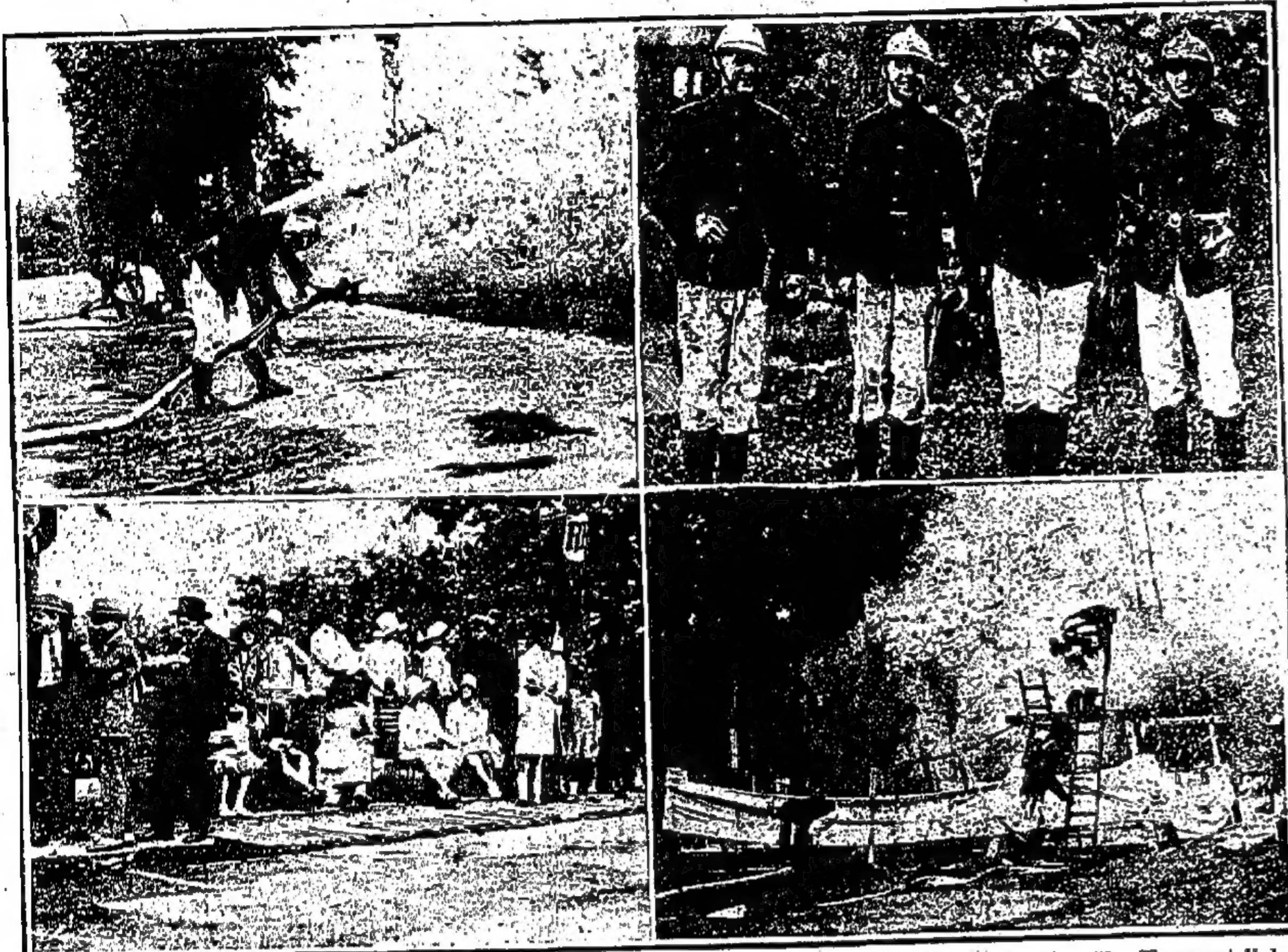
BRINGING UP FATHER.



# WORLD NEWS IN PICTURES.



Back to Campus Days.—The beautiful and spacious grounds surrounding the home of Mrs. Rudolf Lauren on Avenue Haig, Shanghai, formed an ideal setting for the annual spring party of the Shanghai branch of the American Association of University Women. It was also the occasion of their last meeting of the year when annual reports were read by the retiring officers, and Mlle. Yvette Nouveau, one of the new and younger members, gave an interesting talk on the Paris "Sorbonne," of which she is a graduate.—(Ah Fong).



Fire Brigade Competitions.—The French (Shanghai) Volunteer Fire Brigade, "Le Torrent," held its spring competition at Koukaza Gardens. (Top left): a team completes Event II by knocking down three targets with streams of water. (Top right): the winning team in the mixed team competition (left to right) D. B. Sinclair and L. F. Stokes of No. 2 Company, L. Chollet (Foreman) and J. Amiot of No. 1 Company. (Lower left): some of the interested spectators. (Lower right): Chinese firemen of the Brigade engaged in a highly-complicated manoeuvre in the inter-station competition. The trestles and ropes represent walls, and the wooden hut or the left, full of smoke, that from which a man has just been rescued and being carried over the "wall."—(Ah Fong).



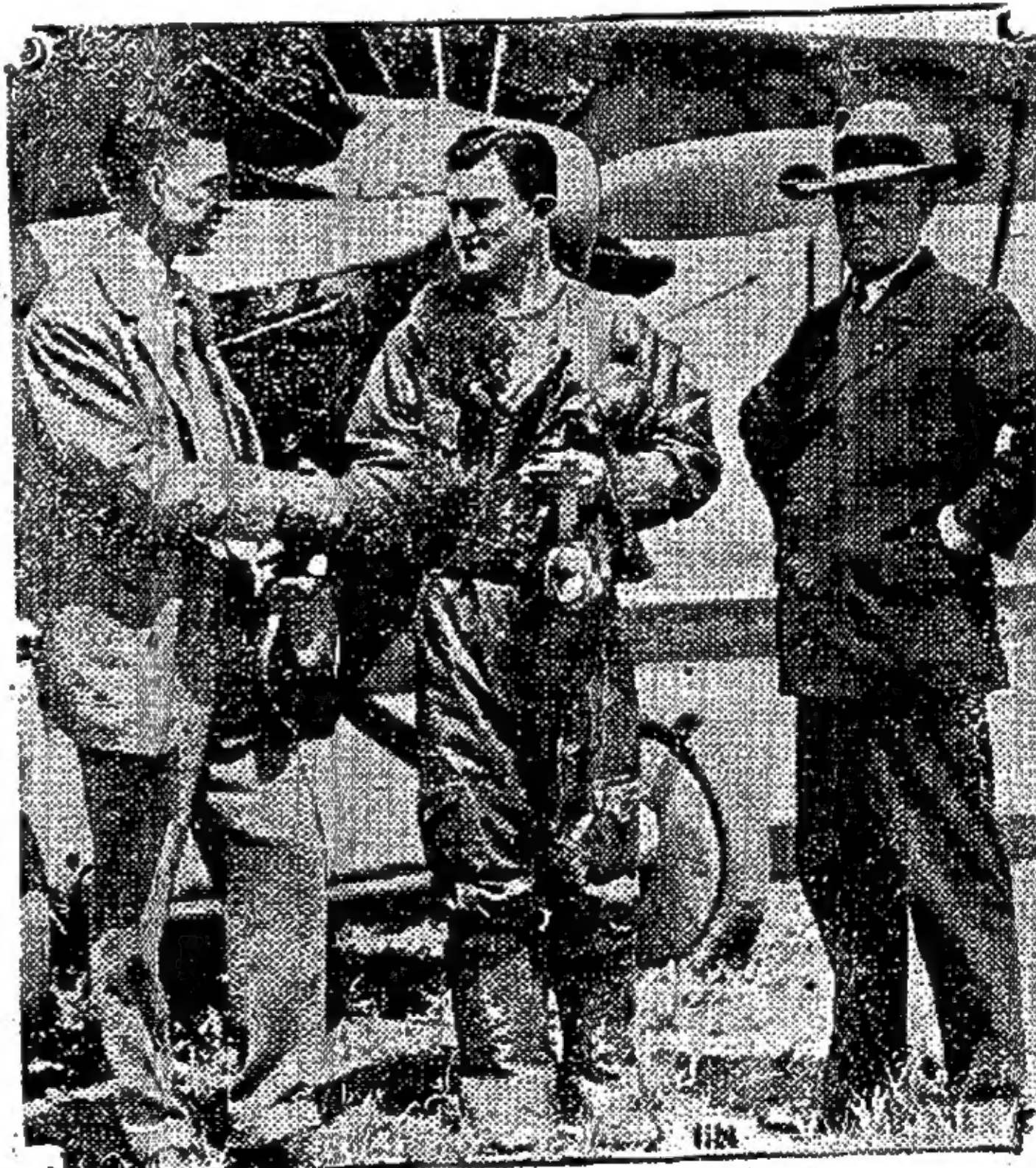
Joins Flying Service.—Major E. H. Brainard, chief of Aviation of the U.S. Marine Corps since 1925, has resigned from the Marine Corps to take up his duties in New York as the Vice-President of the Curtiss Flying Service, in charge of all operations and schools.



1,400 Saved in Asylum Fire.—Every one of the 1,400 inmates of the New Jersey State Insane Asylum at Morris-town escaped injury when the east wing of the building was gutted by fire. The inmates, in a state of panic, were herded into the west wing and put under heavy guard to prevent their breaking for freedom. The loss was estimated at \$100,000.



Leo Diegel, American golfer, who scored 70 over the course at Gullane, topping all other American qualifiers for the British open championship with a mark of 144 for 35 holes.



New World's Record.—Lieutenant Apollon Soucek, of the Naval Air Station at Anacostia, is believed to have set a new world's record by soaring 40,000 feet in the air in the same type of plane in which Lt. Champion set the previous record. Lieut. Soucek, centre, is being congratulated by the Assistant Secretary of the Navy, Mr. D. S. Ingalls, left, as Admiral Moffatt looks on admiringly. Soucek carried 60 gallons of gas and took 73 minutes to make the flight.



Keen Marksmen.—The annual meeting of the Shanghai Rifle Association was successfully held at the Rifle range. A large number of members turned out to compete in the various firing events. Mr. L. A. Mottu with a score of 464 out of 500 won the grand aggregate, with C. W. Glover second, being only one point behind. Sgt. J. Rich was third with a total of 480. This photograph shows the group of competitors who participated.—(Ah Fong).

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To Mrs. Shellshear

Hon. Treasurer H.K.B.S.

Hong Kong University.

Madam,

Kindly enroll me as a Member  
of the above Society. I enclose  
\$12.00 as Annual Subscription.

Yours Faithfully,

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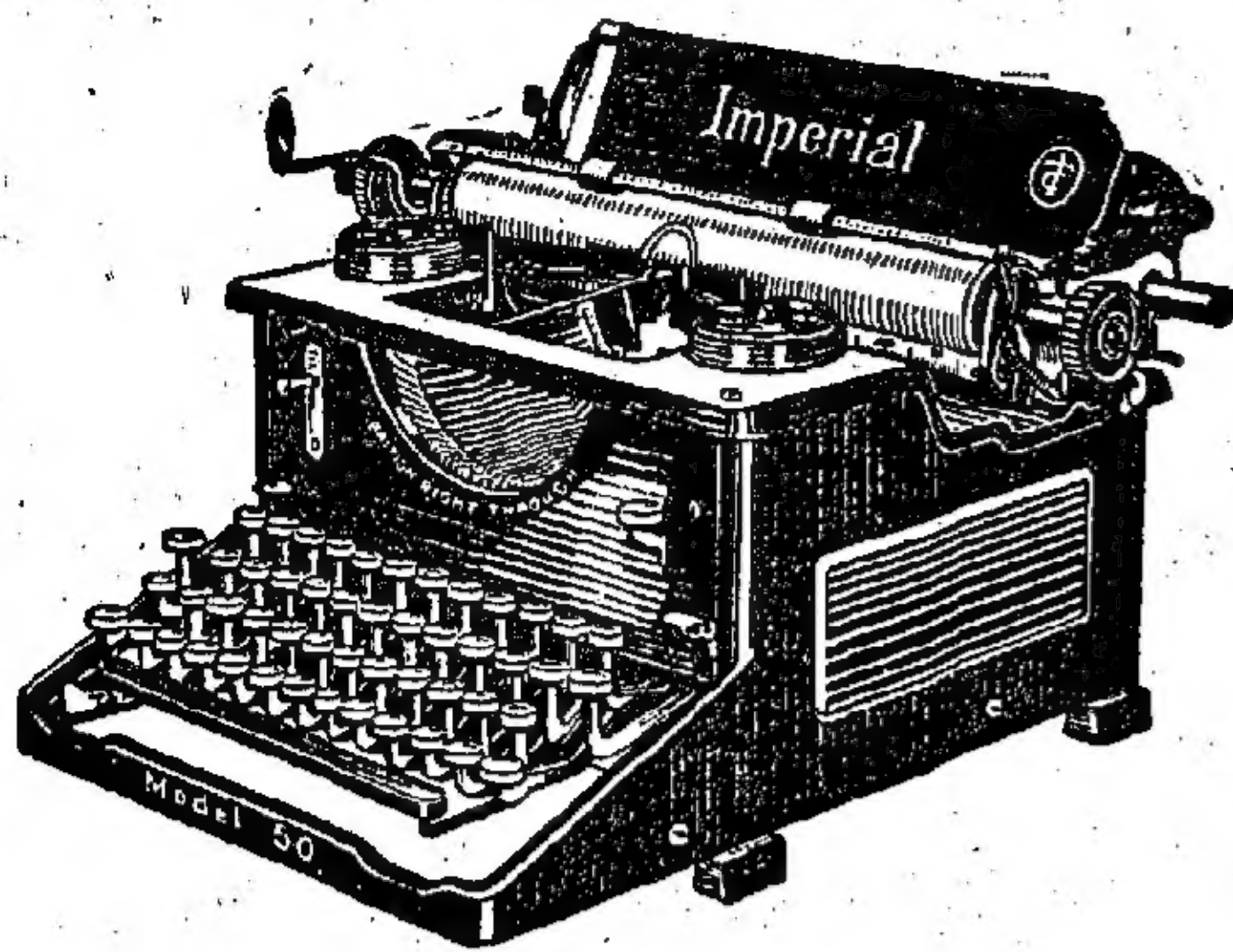
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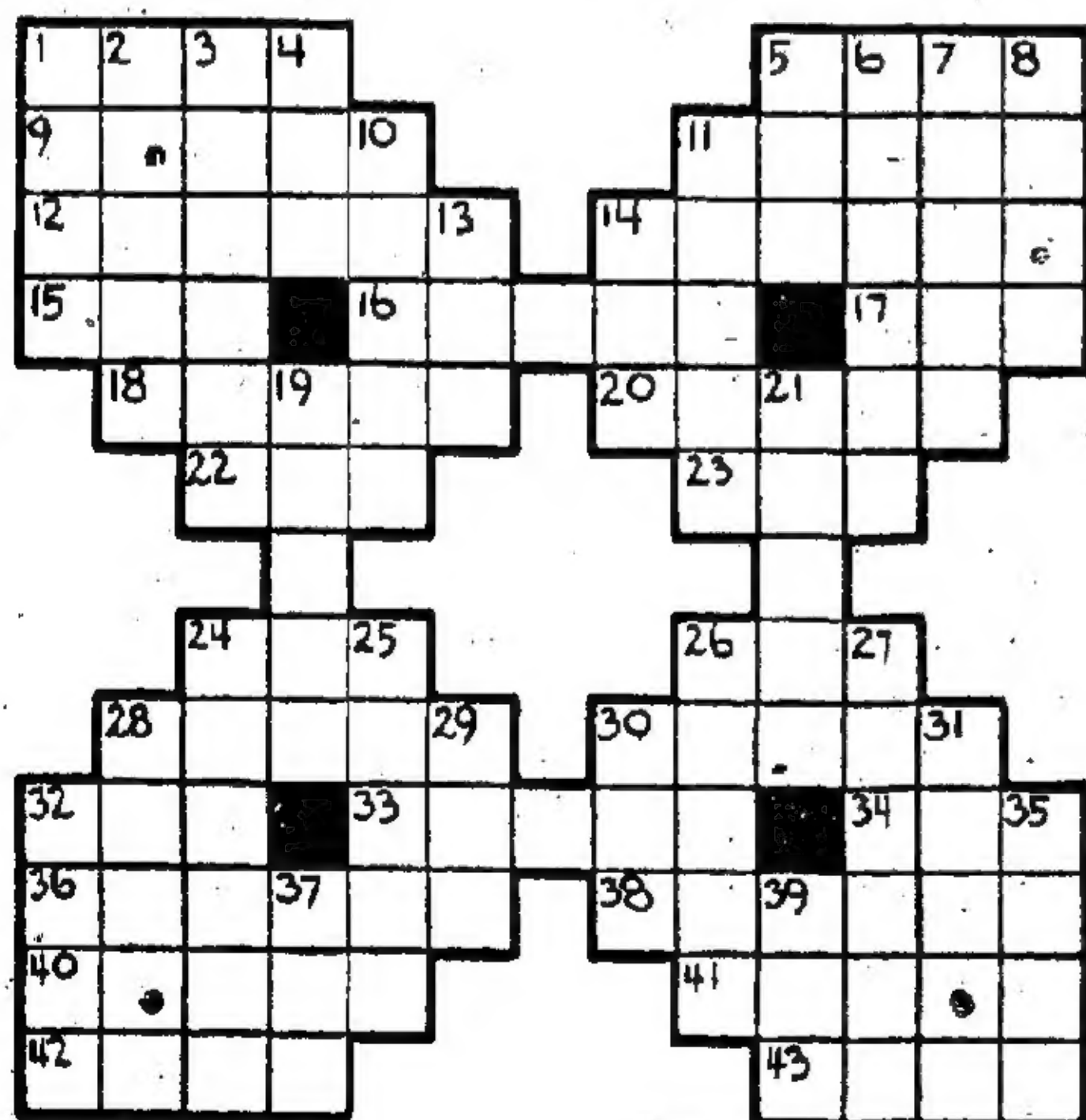
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## DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but  
our readers are warned to look out for occasional phonetic  
spellings, such as harbor, please, and altho.)

©THE INTERNATIONAL SYNDICATE.

**HORIZONTAL:**  
1-Attitude  
5-To become dim  
9-Free from faults  
11-Combining form.  
Milk  
12-School text-book  
14-Glossy cotton fabric  
(abbr.)  
15-High explosive  
(abbr.)  
16-Withers  
17-Feminine name  
(short)  
18-Numerical  
20-Province in N. E.  
India  
22-Patriotic society  
(abbr.)  
23-Girl's name  
24-Sever  
25-Exit  
26-Purge

**HORIZONTAL (Cont.):**  
30-Section  
32-Insect  
33-Established  
34-A wing  
35-Diamonds  
38-Gem (pl.)  
40-A river in S. E.  
France  
41-Point of time (pl.)  
42-Gullible bird  
43-A hole  
**VERTICAL:**  
1-Saucy  
2-Signs  
3-Settled  
4-Close  
5-Bo tangled  
6-One who handles  
7-Vapor  
8-Chinese secret  
society

**VERTICAL (Cont.):**  
10-Submit  
11-Capital of Tibet  
13-Moved swiftly  
14-Ocean  
19-Prize  
21-Entrap  
24-Dextera  
25-An article of furni-  
ture  
26-Helped  
27-A game of cards for  
two persons  
28-Conclude  
29-National Academy  
of Sciences (abbr.)  
30-Energy  
31-Feminine name  
32-A young herring  
35-Assistant (abbr.)  
37-Eagle  
39-River in Switzerland

**SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES**  
Start out by filling in the words of which you feel reasonably sure.  
Then give you a clue to other words crossing them, and they in turn  
to still others. A letter belongs in each white space, words starting at the  
numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in  
to-morrow's issue along with a new cross-word puzzle.)

## CHANGING ENGLAND

PRESERVATION OF RURAL  
BEAUTY

## A GENEROUS OFFER

(To the Editor of the "Times")  
Sir, — The Councils for the  
Preservation of Rural England and  
Wales have received so much en-  
couragement from "The Times"  
that we beg the hospitality of your  
columns to make a very gratifying  
announcement as well as a special  
appeal for support.

An old friend of our Councils,  
Mr. Boies Penrose, who lives in  
Somerset, has made a generous gift  
of £1,000, and a still more generous  
offer to subscribe up to a total of  
£10,000 in proportion to the help  
we receive from other sources dur-  
ing the next two months. As an  
American now resident in England,  
Mr. Penrose is anxious to do some-  
thing to retain the pristine beauty  
of the English countryside. May  
we quote the terms of his letter:—

I am the more moved to do so  
when I see England now making  
many of the very mistakes in de-  
velopment that have gone far to spoil  
the amenity of much of America;  
mistakes that we are just now re-  
cognising and attempting, with great  
difficulty and at great cost, to cor-  
rect. As a form of insurance against  
the evils of unchecked development,  
I shall be very glad if you will ac-  
cept the enclosed cheque for £1,000.  
I feel that there is no good rea-  
son why so much of the countryside  
should be spoiled, especially if the  
Councils that you represent can only  
make their views sufficiently well  
known and accepted. To that end  
adequate funds are obviously essen-  
tial, and will surely be forthcoming  
when the need is fully appreciated.  
As an expression of my own con-  
sciousness of the importance and  
urgency of the work which you are  
doing, may I make this proposal  
which may be of help in starting a  
subscription list?

For every pound subscribed with-  
in the next two months, for the Coun-  
cils for the Preservation of Rural  
England and Rural Wales, I shall  
be most happy to add another pound,  
up to the total donation for me of  
£10,000.

We are glad to conform to the  
above conditions laid down by Mr.  
Penrose.

Our objects are pretty well  
known. In addition to individual  
members, we have 29 constituent  
bodies and 70 affiliated bodies—all  
of them concerned in the preserva-  
tion and enjoyment of our coun-  
tryside. Where change is inevitable  
we try to ensure that developments  
shall harmonise with what is best  
in the neighbourhood and inflict the  
minimum of disfigurement. Serious  
danger arises from the construction  
of new roads and bridges, from the  
manufacture and transmission of  
electric power, and from the plan-  
ning, lay-out, or design of building  
property in rural and semi-rural  
areas. Moreover, the Councils try  
to check the growth of ill-judged  
advertising, the needless removal of  
trees, attempts to injure open  
spaces, and so forth. The corres-  
pondence reaching us on these sub-  
jects is immense. Our organisation  
is inadequate to cope with the com-  
plaints we receive daily, or the  
constructive work we wish to ac-  
complish.

May we add that we act as a  
clearing-house for the societies with  
which we are allied, and we en-  
courage the formation of local  
branches? Our outlay on educa-  
tional work, on lecturing, publica-  
tion and research, is heavy. As an  
example we have four exhibitions  
of photographs which are at pre-  
sent touring the country, of which  
the maintenance expense is neces-  
sarily large. We are anxious to  
pursue our urgent and practical  
objectives with increased vigour,  
and we appeal most earnestly to all  
lovers of the countryside to enable  
us to extend our work, which we are  
confident is justified by a growing  
public demand.

In order that we may take full  
advantage of Mr. Boies Penrose's  
generous offer, we invite subscrip-  
tions of any amount, a list of which  
will be published, to be sent to the  
honorary treasurer, Council for the  
Preservation of Rural England, 17,  
Great Marlborough-street, London,  
W.1; or to our account at Martin's  
Bank, Limited, 16, Hanover-square,  
London, W.1.

We are, Sir, your obedient ser-  
vants,  
CRAWFORD & BALCARRES (Pre-  
sident),  
E. GUY DAWBER (Chairman),  
Council for the Preservation of  
Rural England,  
BOSTON (President).

## YESTERDAY'S SOLUTION



CLOUGH WILLIAMS-ELLIS (Chair-  
man), Council for the Pre-  
servation of Rural Wales.  
17, Great Marlborough-street  
W.1, April 19.

## A Chance for Rural England

A published letter brings  
news of a great gift and  
of a great opportunity pre-  
sented to lovers and guardians of  
this country's beauty. Mr. Boies  
Penrose has given to the Councils  
for the Preservation of Rural Eng-  
land and Wales a sum of £1,000;  
and he has promised to give, up to  
a very high limit, another pound  
which others subscribe to those  
Councils. Mr. Penrose, though he  
lives in England, is an American.  
And, though he is an American, he  
thinks that rural England and  
Wales have beauty and amenity that  
ought to be preserved. That is  
worth pondering. His own coun-  
try includes all the most impres-  
sive beauties of all other coun-  
tries in the world; but he under-  
stands the beauty of our little  
landscape—a landscape-garden com-

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pared with his native land. More-  
over, in his letter to the Councils,  
he warns England and Wales  
against the mistakes that have  
gone far to spoil the amenity  
of much of America. A stronger  
warning could scarcely be given.  
If "unchecked development" can  
work so much mischief in a country  
as vast as North America, what can  
it not do among the smaller,  
daintier, more closely packed  
beauties of our own more thickly  
populated land?

Readers of the "Times" are no  
strangers to the kind of mistake  
that Mr. Penrose means. There is  
the mistake of shoddy, unsuitable,  
and ill-placed buildings. There is  
the mistake of stark and treeless  
roads, ruthlessly driven through  
quiet rural scenes. There are,  
among a hundred others, the mis-  
takes of advertisements, petrol  
stations and so forth which assault  
the eye. But readers of this  
journal are no strangers also to the  
work done in little more than two  
years by the Council for the Pre-  
servation of Rural England—work  
that is now shared by similar, more  
recently founded bodies for Wales  
and Scotland. There has been  
nothing fussy or fantastic about  
that work: there has been, especial-  
ly, no attempt to treat new build-  
ings, new roads, advertisements,  
development in general as if they  
were mere evils that could be pre-  
vented and ought to be prevented.  
The Councils have consistently re-  
garded these as necessary features  
of life and growth, which only  
need guidance to become allies, not  
enemies, of beauty and decorum.

Again, there has been nothing  
dictatorial, no hasty clamouring for  
restrictive legislation, no dispo-  
sition to see malignant destruc-  
tiveness in what is only innocent  
blundering. The aim of the Coun-  
cils has always been to awaken  
public opinion to the value of that  
which carelessness and insens-  
ibility are every day destroying  
without compulsion or cause, and to  
weld together for the common pur-  
pose all the county and municipal  
authorities, all the societies, and all  
the persons who have the power  
and the will to help. By this  
means they have won the con-  
fidence not only of all in sympathy  
with their ends, but also of many  
who might have been disposed to  
scold. But in choosing the surer  
they have chosen the slower method.  
The awakening of public opinion al-  
ways takes time, and time always  
costs money. All the more reason,  
therefore, for welcoming with pro-  
found gratitude the gift, and still  
more, perhaps, the opportunity con-  
ferred by Mr. Penrose's munifi-  
cence.

Dr. Collier, of Oxford, celebrated  
his 78th birthday by climbing the  
Emmerdale Pillar Rock, near  
Kewick.

## TO-DAY'S RADIO

BROADCAST BY  
Z.B.W.

## ON 850 METRES

The following programme will  
be broadcast to-day from the Gov-  
ernment Broadcast Station Z.B.W.  
on 850 metres.

5.30-6.30 p.m.—Programme of  
Chinese Music. (Sinfophone Records  
supplied through the courtesy of  
the Sincere Co., Ltd.)

7.48 p.m.—Evening weather  
report.

8 p.m.—Evening programme,  
of Chinese music relayed from the  
Sincere Co., Ltd.

10.30 p.m.—Close down!

## NATIONAL VIRILITY

EFFECT OF CLIMATE ON  
CIVILISATION

"When we come to consider the  
pathological causes which lead to a  
racial decline we find that it is less  
through severe forms of epidemic  
disease sweeping over a country  
and decimating it than of wide-  
spread endemic disease which, lin-  
gering in a country, causes a  
high death rate of its young people,  
and undermines the health of the  
adults so that they fail to reproduce  
physically strong descendants."

With this introduction, Sir  
Thomas Oliver, the Vice-Chancellor  
of Durham University, who deliv-  
ered his presidential address to the  
Institute of Hygiene on "Some fac-  
tors which have made for the de-  
cline of nations," analysed the  
cause of the decline of ancient  
Greek civilisation.

In the fourth century B.C., he  
said, a change had taken place in  
Greek character; patriotism had de-  
clined, and the people had lost their  
manly vigour and intellectual  
strength. It was about this time  
that malaria became prevalent  
in Greece—even to-day 40 per cent.  
of the people in Greece were said  
to be suffering from the disease.

Malaria, however, was not the  
only cause of the decline. "The  
Greek," said Sir Thomas, "had lost  
not only his religion, but also his  
faith, and without faith in some-  
thing higher than itself no nation  
can long survive."

Success in commerce and her  
highly developed merchant navy  
had, he added, made Greece wealthy  
and supplied her with the means of  
gratifying luxurious tastes, while  
wars had drained the young life of  
the country.

Effect of Climate  
Sir Thomas also had some  
interesting remarks to make with  
regard to the effect of climatic  
conditions on a nation.

"If we look at the civilised world  
to-day," he said, "I think it will  
be admitted that those nations are cer-  
tainly the most virile where the sea-  
sons vary and the temperature is  
moderate. Men are stimulated or  
depressed by climatic conditions."



## Life's Outlook

is always overcast to the man  
whose nerves are all awry or who  
suffers habitually from dyspepsia.  
Cheerlessly he gazes out on the  
world's activities and pleasures,  
unable to understand how others  
can find happiness therein.

The need of such a man is a  
revivifying of his nervous forces.  
And this can only be accomplished  
through his blood, for it is the blood  
that supplies nourishment to every  
nerve and fibre of man's being.

In Dr. Williams' Pink Pills in-  
numerable, gloomy, nerve-racked  
dyspepsias have found just this long-  
sought help. Speedily and surely  
these world famous tonic pills purify  
the blood, and thus, at very dose, the  
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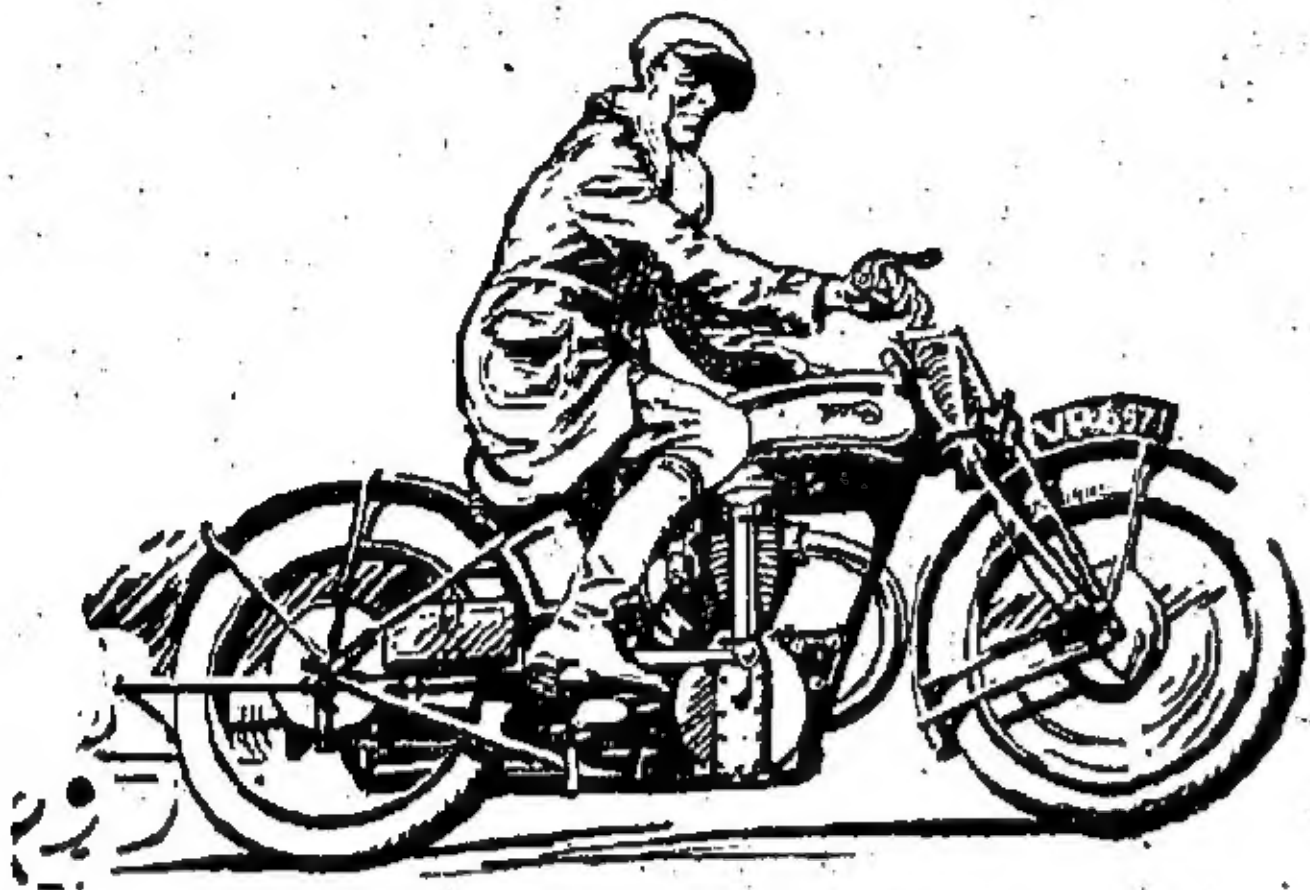
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# THE MOTORISTS' PAGE

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### MOTOR NOTIONS

CHEAPER THAN FOR YEARS  
PAST.

Thus the London "Daily Mail": Old motorists can console themselves with the fact that despite certain impositions motoring is still cheaper than it has been for years past. This applies also to motor-cycling.

Newcomers to both pastimes can also join the ranks cheerfully in the knowledge that they are entering their apprenticeship under highly favourable circumstances.

Whoever acquires the new car or the new motor-cycle or bicycle now is getting in at the beginning of things.

Delay may mean the loss of precious days.—It is whispered that our factories are becoming very busy, so that he who hesitates may be disappointed by delay in deliveries.

The statement that motoring and its allied pastime are cheaper by far now than in the past needs a little qualification.

The largest initial expense is the purchase of a motor car or a motor cycle. Memory is short, but it is as well to recall that at the beginning of the 1929 manufacturing season prices of many cars were considerably reduced. The prices of some of the medium-powered cars were dropped by as much as £100.

15,000 Mile Tyres

This sum will buy a great deal of petrol even at its present price. Another big item in motoring expenditure used to be tyres.

Now tyres to-day are very cheap—cheaper than at any time in motoring history. Further, they last an extraordinary long time.

We are apt to complain now if a tyre gives up the ghost before it has carried us at least 15,000 or 16,000 miles. But there was a time not so many years ago when we were very proud and happy if our tyres lasted us for 5,000 miles.

The motoring horizon has been considerably extended by the cheapening and development of the very small motor car. And curiously enough the popularity of these little vehicles has had very little effect on larger cars.

We shall see a very large increase in the number of women at the wheels of motor-cars, both large and small. It is a mistaken notion that women generally favour very small motor-cars.

The medium-powered car, the high-powered car, and the high-speed car, if properly designed, are as safe to handle, if not safer, than some of the small vehicles.

Those who look after their own cars will find some of the new patent labour-saving washing outfit a great convenience and an encouragement to look after the car's toilet. The jack supplied with the average car is a poor instrument, and should be replaced by one of the labour-saving type.

Where a luggage container is not fitted one suited to the car should be acquired. A picnic basket is also a great asset to the motorist.

Utility Motor-Cycles

A new development in motor cycling is the progress of the lightweight motor cycle ranging in price from about £25 to £35. Many of the leading motor-cycle manufacturers are now making this class of machine.

### UNFIT DRIVERS

WHEN TESTS SHOULD BE  
COMPULSORY

"Tests of physical fitness for the ordinary driver are a practical impossibility," said an official of the Automobile Association.

He was discussing the case, reported in the "Daily Mail," of an accident caused by the sudden illness of an omnibus driver.

Both the Automobile Association and the Royal Automobile Club, however, approve of the system suggested in the report of the departmental committee on the regulation of road vehicles issued in 1922. This recommended that every applicant for a driving licence should be required to make a statutory declaration that he suffers from no disability which would impair his competence as a driver. Its concealment would be a punishable offence.

The secretary of the Royal Automobile Club, Commander F. P. Armstrong, said:

The case of the driver of a public vehicle is rather different. He is constantly responsible for the safety of 20 or 30 passengers. In such a

### MOTOR TAXATION

WHY MOTORISTS CRITICISE  
IT

Dealing once again with a Budget introduced by the Chancellor of the Exchequer, in which no substantial relief is forthcoming to the road-transport industry, it should be made clear once more that motorists—as such, and apart from the fact that they are general taxpayers—do not object to reasonable motor taxation, remarks "The Motor." They protest, and will continue to protest, against a tax that is excessive and a system which is inequitable to the individual and harmful to the motor industry.

It is interesting here to record that from a supporter of the Government has emerged a very fair criticism on this point. Speaking on the day after the presentation of the Budget, Sir Robert Horne, who has himself held the office of Chancellor of the Exchequer in a Conservative Government, made this statement:

"He was convinced that our present system of motor taxation was established on an entirely erroneous basis. The tax upon power worked against our success in the markets of the world, and he hoped that at some time or another it would be found possible for a system of taxation which, at the present time, robbed us of an enormous industrial activity to be so changed as to give us an opportunity of competing on equal terms with our rivals in the world's markets."

That is a sound, common-sense statement and it is deplorable that, after eight years' experience of a taxation system established on an entirely erroneous basis, we still have to endure it and the industry and trade still have to suffer under it.

### HILLMAN "EIGHT"

PRaise FROM HOME  
WRITER

Combinations and mergers are necessary in Britain to reduce prices. That has been the effect of the joining together of Humber and Hillman. Another result is the marketing of a British eight-cylinder car at £435 overseas to compete against American multi-cylinder engine models of higher price. The Coventry factories are now giving deliveries of this new eight-cylinder Hillman, and Messrs. Rootes, the exporters, allowed me (says a writer on the London "Daily Telegraph") to take delivery of one of these saloons at Coventry and drive it to London.

Fitted with a four-speed (forward) right-hand change gear-box and Dewandre vacuum brakes, this eight-cylinder car is particularly easy to drive at a high average speed without fatigue, owing to the lightness of the Marles type of steering, the general balance of the engine, and the absence of vibration or shock to the occupants—a result of well-designed suspension. The car I tested had been driven only 135 miles in its works final test. Yet it ran between fifty and sixty miles an hour nearly all the way from Coventry to Davenport without any hesitation. Its maximum speed when fully "run-in" would be about seventy-two miles an hour, but actually sixty-five miles an hour was only just touched for a few moments in this trip.

On a main-road run of this kind, apart from traffic contingencies it is a top-gear drive the whole way with this Hillman. I recommend owners to start in second, get into third as soon as possible after moving off, and the top will carry them over anything except freak climbs. Double declutching both up and down, with average pauses to accelerate the engine's speed-up when changing down, should give the driver silent changes. The coachwork of the saloon is well fitted with leather upholstery, side-arms for passengers in the rear seats, electric lighters, and the usual de luxe equipment. At £435 this saloon is the lowest-priced eight-cylinder in the market at the present time.

case a periodical medical overhaul, such as is compulsory for ships' officers and engine drivers, is reasonable and feasible.

There are maladies which should constitute an absolute bar to the right to drive. These are epilepsy, deafness, or poor vision. Accurate judgment of distance is impossible unless both eyes are used. Errors of inches mean accidents in the traffic of a modern city.

### MORE MOTORS

EXPANSION PLANS BY  
G.P.O.

Plans are being prepared by the London Post Office for a great expansion of officially-owned motor transport for the conveyance and delivery of mails.

Side-by-side with investigations being carried out with a view to a general expansion of the motor service, electric traction is engaging the attention of the department.

To what extent petrol may be displaced by electric power will depend on the result of these experiments.

Petrol v. Electric

In connection with these plans the Secretary's office has just been strengthened by the appointment to the postal traffic branch of two motor transport experts—Mr. F. N. Gosling, Assistant Surveyor, Class 1, and Mr. A. E. Squirrell, Head Postmaster of Coventry.

The experiments with electrically propelled motor-vans are no doubt the result of the Electricity Board's schemes for providing cheaper current. A few such vehicles are already in use in London and Leeds.

The present annual expenditure on contract motor services is estimated to be about £562,000, for which sum about 2,300 vehicles are provided. The present cost of the officially owned motor services is approximately £650,000 per annum, but this expenditure covers other services additional to those formerly worked by contract. The Post Office fleet of motor-vans and motor-cycles now numbers about 2,320 of various types, and new vehicles are being added at the rate of more than one a day. Solo motor vehicles were only introduced in 1924, but they have proved so efficient for rural delivery and collection work that a large extension of their use is certain.

The year 1919 was a landmark in postal history, for then the British Post Office for the first time became effectively a postal transport owner. Except during the period of Christmas pressure vehicles of relatively small size are favoured for mail work, as being more efficient and more economical. Post Office-owned vans are obtained with five sizes of body, but there are still in use 8-h.p. motor-cycles with side-cylinders. These are now regarded as obsolescent, and are gradually being replaced by light vans, which are less costly and more efficient in service. The latest type of vehicle to be introduced is the motor-cycle of about 234-h.p., fitted with either a pannier carrier over the rear wheel or with a light side carrier.

The introduction of officially-owned motors has resulted not only in a substantial reduction in transport costs, but has facilitated very considerable improvements in postal services. The 2,320 vehicles in use are based upon 450 different towns or villages. The largest group is one of seventy-five vans, which operates in the Birmingham area. Edinburgh has fifty working solely within the city boundaries. The aim of the Post Office is to train the postman to act as driver in addition to his ordinary postal duties. The number of postmen drivers is now over 4,000, while about 150 tradesmen drivers are employed.

### TROLLEY-BUSES

DECISION OF HULL CORPORATION  
COMMITTEE

At a recent meeting of the tramways committee of the Hull Corporation, the general manager drew attention to the recent increase in the cost of petrol, and suggested that the committee should take into serious consideration the question of running trolley-buses on certain routes in the city, which he was of opinion could be done at a less cost than that for running petrol buses. Subsequently the committee visited Doncaster and Rotherham and inspected the system of trolley-buses in operation at those places.

Having considered the view of the general manager on the matter, the committee decided unanimously that it is advisable to put this system of transport into operation on existing petrol-driven bus routes so far as it is deemed economically expedient, and has asked the general manager to furnish a detailed estimate of the cost per mile of construction and operation.

The proposition to construct a new garage for the passenger-vehicle fleet is being held in abeyance pending a settlement of the trolley-bus project.

### OIL TO DRIVE CARS

INVENTOR'S CLAIM TO  
REPLACE PETROL

M. Lebaeg, a Belgian engineer, claims to have solved the problem of burning oil fuel in motor-car and aeroplane engines.

He has invented an apparatus which he states can be fixed without difficulty to any motor, which will then run on any kind of oil at one-tenth of the cost of petrol.

M. Lebaeg demonstrated his invention on a 10-years-old motor-car, which had not been overhauled for four years. It is stated that with the engine turning at 2,800 revolutions, instead of its normal 2,400, the motor did not become heated and the water in the radiator was never more than tepid.

The secret of the invention is said to be the method by which the oil is injected into the cylinders.

### JUNIOR TOURIST TROPHY

RACE

Won by F. G. Hicks

on

348 c.c. Velocette

Using

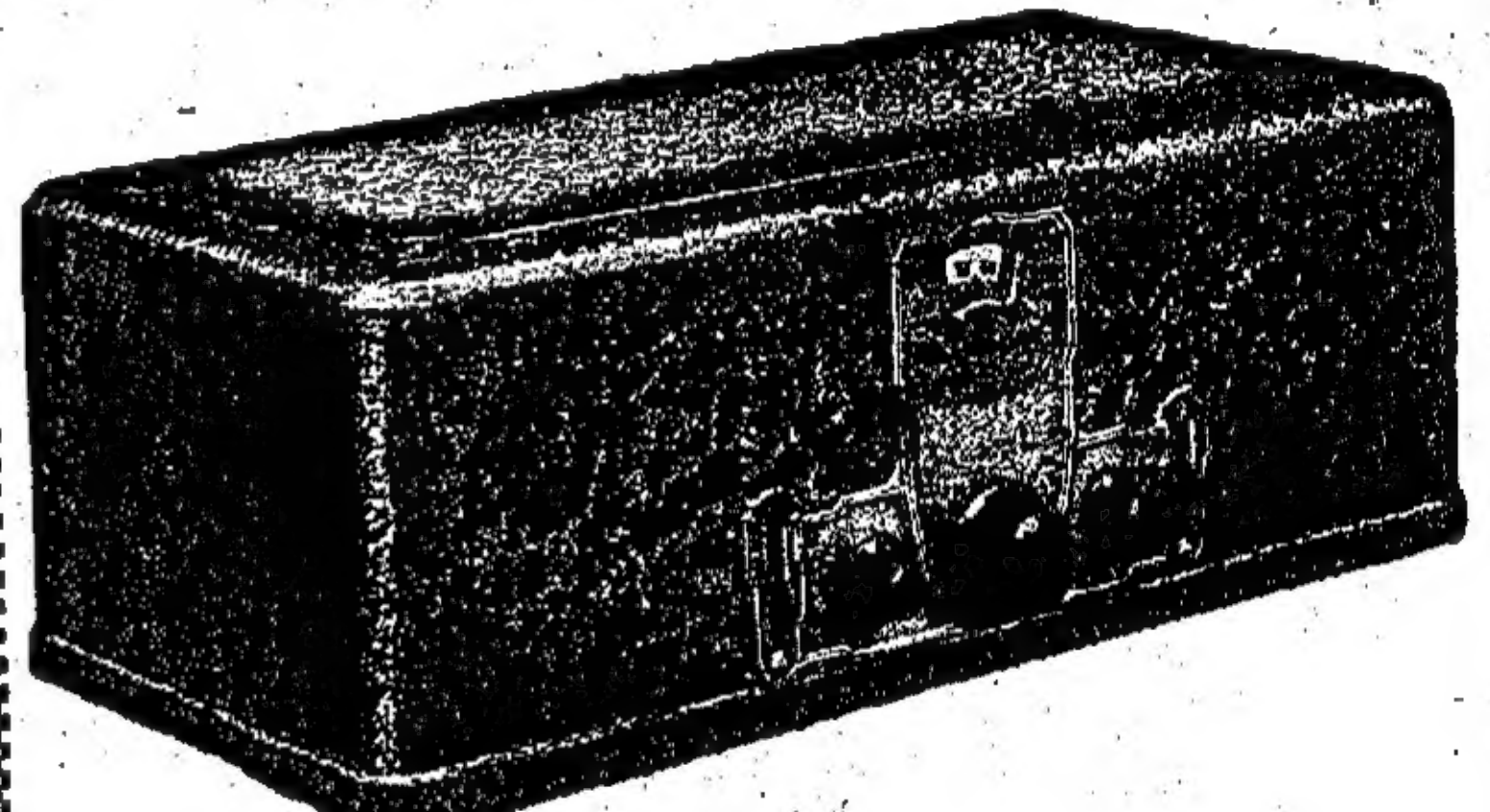


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### NO TURNING NO PARKING AND NO LATE WIVES

The New York correspondent of the "Daily Mail" writes:  
Mr. Grover Whalen, who a month ago was appointed Commissioner of the New York police, is applying the great business experience gained as the head of one of the world's largest department stores (Wanamaker's) to New York's traffic problems.

He proposes to divide New York into zones, applying in each section the regulations that the situation requires. Fifth-avenue, the centre of New York's shopping during the afternoons, will be studied with the aim of enabling motor-omnibuses to make the journey up the great avenue in 20 min. instead of the hour they usually take when the streets are thronged.

Commissioner Whalen sums up his week's experience thus:  
(1) The city must be zoned for traffic.  
(2) The parked car is the root of the traffic evil.  
(3) Right and left turns must be eliminated from congested districts.  
(4) Commercial traffic must be studied so as to solve that problem.  
(5) Cruising taxicabs must be controlled.  
(6) The control of pedestrian traffic is essential for a solution of the present difficulties.

Mr. W. McAdoo, the chief city magistrate, will submit an "Anti-Jay-walking Bill," which, if approved by the Municipal Assembly, will enable Mr. Whalen to penalise pedestrians who cross the streets against the traffic signal lights.  
I was on Broadway, one of the world's busiest thoroughfares, each evening last week, and certainly Mr. Whalen's magic wand brought order out of chaos.

One Minute  
Mr. Whalen himself directed the operations, devoting special attention to the length of time

traffic should be held up in each direction. He decided that about one minute was the longest period for which the lights would be kept red and green alternately.

An amusing criticism—and one which will be appreciated by all husbands—comes from residents in the theatre zone. Many a husband complains that if he takes his car round to the front of his house preparatory to going out with his wife, and if his wife is five minutes late in dressing, they come downstairs to find the car carried away by "wreckers." It can be released only on receipt of a summons by the unfortunate husband.

To this Mr. Whalen replies indignantly, "Wives must not be late!"  
He proposes to resuscitate an old law permitting him to fine the owner of a parked vehicle \$2. The present penalty is \$5.

Mr. Whalen proceeded to control pedestrians by creating one way pavements along a certain section of Seventh-avenue. Citizens on reaching this section were obliged to cross the street if walking in the direction not permitted by the police.

This drastic regulation met with bitter complaints, but may be applied throughout the whole city in the most crowded streets.

It is reported that Mr. Whalen gave up a salary of \$10,000 a year from Wanamaker's to take up his new job, which is worth less than \$3,000.

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REPAIRS.**

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### MODEL A FORD COUPE WINS AGAINST TIME SAIGON TO HANOI

"How Poncet Won His wager, or From Saigon to Hanoi in 43 Hours 58 Minutes," might be the title of an account of a race against time made in French Indo-China in a model A Ford coupe, in which Mr. Poncet covered 1,798 kilometres (1,116.5 miles) in the lapsed time of less than 44 hours and in a driving time of 32 hours.

The story of the trip as given by Le Courrier Automobile at Hanoi, has been received by the Ford Motor Co. as evidence that the speed and reliability of the new Ford has attracted attention in Asia as well as in Europe and the United States. It must be borne in mind that Asiatic nations do not possess the roads and have not been so accustomed to fast driving as have Americans. In describing the trip the account says, in part:

#### Made Wager

"First of all, it was a magnificent sporting exploit that proved the qualities of audacity and endurance of the person accomplishing it; secondly, it is a magnificent mechanical exploit that proves the qualities of speed, power and flexibility of the new Ford.  
"Mr. Poncet had made a wager to arrive in Hanoi in 48 hours. His friends tried to persuade him not to leave. 'You have lost in advance,' they told him. 'Don't risk your life to be vainglorious.' He did not listen and he was right. He had a passenger as far as Tournay, Mr. Caillard. From Tournay he was alone and drove the whole distance himself.

#### Stops Made

"In leaving Panther a horse literally threw himself at the car, and it is a miracle that the trip did not come to an end then and there. The searchlight was demolished, the right headlight broken and could not be used. The rest of the trip was made with a single headlight."

The account gives a detailed schedule of the trip, and continues:

"The stops made for gas and water, for rest and meals and time spent in crossing in the numerous ferry boats on the way made a total of 12 hours. The actual driving time was 32 hours, or an average of 56 kilometres (34.7 miles) per hour. At the arrival nothing was out of order, nothing broken. Not one spark plug had been changed. Before starting the car had already covered 3,000 kilometres, driven carefully and exclusively by the owner."

#### Drove Like a Savage

"I drove like a savage," Mr. Poncet said, "going through the villages or arriving at road turning at 75 kilometres (46.57 miles) an hour, slowing down with the brakes in 20 metres (21.8 feet), departing, or rather leaping off, at the touch of the accelerator. I doubt that any car but the Ford could do the same thing. In any case, it would be nearly impossible without the Ford suspension to hold the wheel so long at sometimes 75 kilometres an hour on a road not bad, but constantly filled with difficulties, short turns, narrow bridges, fillings, etc. I estimate that with a closed Ford—I am in favour of the closed car because of the fatigue caused by the wind and the rain—and with two drivers taking turns, which would permit the reduction of the stops to the strictest minimum, the trip could be made in 36 hours. I add that the trip seems impossible to me, even in 40 hours, with any other make of car."

### HEALTH TESTS FOR DRIVERS

The sudden illness of a motor-omnibus driver at Home led to an accident which only fortunate chance prevented from having fatal results. The first thought on reading of such an occurrence is certainly of the extreme rarity of such physical failures on the part of drivers of public vehicles. Nevertheless, the possible consequences of such accidents are so serious that it is worth while to take every precaution against them, rare as they are. The example of the railways, where drivers are subjected to a searching medical test on appointment, and annually thereafter, is an admirable one.

Something of the kind is already done by the London General Omnibus Company, who at least examine their new drivers and insist on a fresh test before a man who has been seriously ill returns to work. But not all the smaller proprietors are quite so careful.

It is their duty to commit the lives of their passengers only to men of proved physical fitness for the responsibility. A systematic medical test, repeated at regular intervals, should be imposed as a matter of course on every driver of a public conveyance.

### AT 60 M.P.H. STORY OF STOLEN CAR THRILL DESPERATE DASH

A thrilling story of a constable's ride on the footboard of a motor-car travelling at 60 miles an hour was told at Liverpool, when Leonard Byron Morris, aged 22, a homeless labourer, was charged with stealing a motor-car.

Mr. F. Borrowes, prosecuting, said that half an hour after the car had been missed Constable Bradshaw saw it in Walton going towards Aintree. He signalled to the car to make inquiries, placing one foot on the running-board.

"While the officer was taking particulars," said Mr. Borrowes, "Morris made off at top speed, with the constable standing on the running-board gripping the window frame."

"Morris drove at between 50 and 60 miles an hour and took no notice of several policemen who signalled him to stop. A young woman in the car screamed and threatened to throw herself out unless it was stopped. Morris slowed down, and the woman stumbled into the roadway."

#### Tried to Crush Him

"While this was taking place Bradshaw got a grip on the steering-wheel and tried to stop the engine, but Morris accelerated and again reached a speed of between 50 and 60 miles an hour."

"He zigzagged all over the road, and several times attempted to crush Bradshaw against other vehicles. When they got to Old Roan Bridge, where the road is very rough, the constable had to relinquish his hold and fell into the road, injuring his head. The car was afterwards found abandoned. Morris was remanded."

### MOTOR NOTES THREE GREAT BRITISH FEATS

British motoring achievements are rife just now. A particularly fine performance was that of Mr. Kaye Don in lowering the track lap record at Brooklands with a speed of 132.6 m.p.h. in his Sunbeam car.

This is the fastest speed ever recorded on Brooklands since the track was constructed in 1907. It was designed for a maximum speed of 120 m.p.h. But it is doubtful if the engineers who built it ever thought that this speed would be reached.

Mr. Kaye Don's car was capable of a maximum speed of 160 m.p.h. His attempt was therefore a definite challenge to the safety limit of the track. He secured his speed by terrific acceleration and of course superb driving.

He is probably one of the world's greatest track drivers to-day. He will be a great asset to Britain in the great international motor races of 1929.

Next year we shall probably see him attacking Major Segrave's record.

Tall, fair, good-looking, usually smiling and always so when he is up against it, he has become a very popular figure among racing crowds.

#### A Remarkable Event

Although Capt. Malcolm Campbell failed to lower the record of 231 m.p.h. set up by Major Segrave at Daytona, he had the satisfaction of beating the previous U.S. record by no less than 11 m.p.h.

His car is also an entirely British product. For two British-made motor-cars to beat a world record held by the U.S. within so short a space of time is indeed a remarkable event.

Blue Bird, Capt. Campbell's car, was equipped with a similar engine to that used in the Golden Arrow. The car was a composite affair to which many British accessory firms contributed.

Since it last ran at Daytona a year ago, when it set up a world's record of 207 m.p.h., Blue Bird has been provided with a new bod made by the "Arrol Astor Engineering Company. In view of its increased speed, the body, with its super streamlining, was apparently a success.

Verneuk Pan, the great dried-up lake 400 miles from Capetown where the test was made, has also proved a success, and no doubt it will be used again for such purposes.

Rival Propaganda  
Capt. Campbell was influenced in going to South Africa by the fact that our rivals have been conducting an extensive propaganda in that country mostly on the lines of attacking local records. His achievement cannot fail to help the British motor industry.

While travelling along a tramway route constructed on the underground conduit system recently, a member of the R.A.C. staff suddenly became aware of the fact that his progress was accompanied by a series of bright flashes, while a "certain liveliness" on the part of various onlookers indicated that something out of the ordinary was occurring.

He therefore drew in to the roadside and pulled up.

Investigations showed that the speedometer drive cable had become detached and had evidently fallen through the tramway slot, thus making contact with the conductor rail below.

Fortunately the driver's action in pulling in to the kerb before stopping had withdrawn the speedometer drive cable from the slot, but it is not difficult to visualise the circumstances which would have resulted had the car come to rest with the metal drive in contact with the live cable.

While the speedometer cable was in contact with the conductor rail the metal parts of the car would have been "live," and had an occupant of the car then alighted and touched any of the metal parts a severe and perhaps dangerous shock would have resulted.

#### The New Hillman

The Hillman "straight-eight," introduced at the Motor Show in the autumn, is now in production. I heard high praises of it, and these were confirmed during a recent trial run.

The price and engine capacity of this new British product make it a keen competitor with the medium powered foreign vehicle.

At the same time the car is by no means too big for the home buyer. It is just over 2½ litres in capacity (2,620 c.c.), and has an annual tax of £20. With its 4-speed gear box it can do its 50 m.p.h. on 3rd gear and 79 m.p.h. in top.

Its acceleration is well above average. At £485 for the saloon with Triplex safety glass, Dewandre brakes, furniture, hide upholstery and special fittings, it strikes a new note in British motor-cars.

#### The Cylinder Head

The design of the cylinder head of an internal combustion engine is a matter of considerable importance. Rapid strides have been made in the development of the Ricardo head, which is the invention of a British engineer, Mr. Harry R. Ricardo.

The essence of the invention is the creation of turbulence of the mixture in order to produce a rapid spread of the flame—in other words, perfect combustion.

It is claimed that the Ricardo head increases acceleration, effects fuel economies owing to the fact that all the spirit is burned, and helps hill climbing.

Numbers of makers of commercial and public service vehicles have recently adopted the head. Cylinder heads suitable for a variety of popular makes of cars can be supplied.

Get behind the wheel  
and Get the facts!

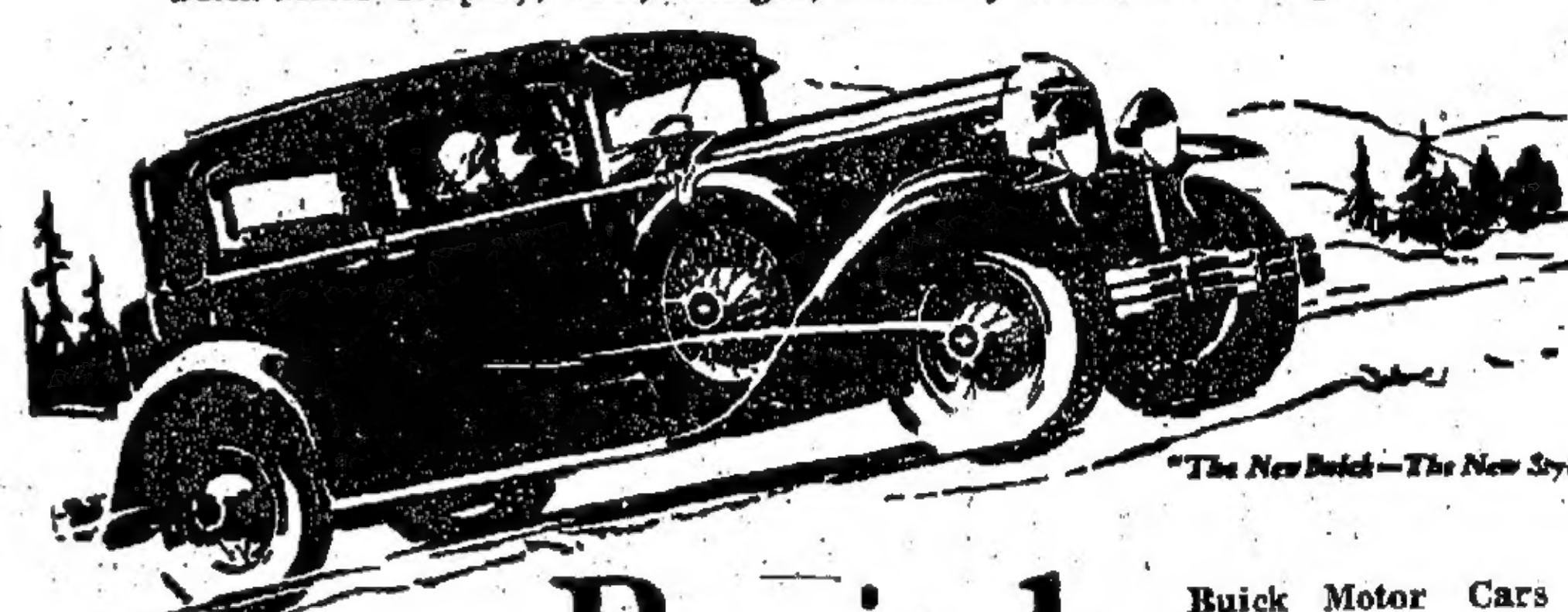
Buy your car on  
a business basis—  
check power, getaway, swift-  
ness, hill-climbing—in actual  
tests—that's all that's needed  
to prove Buick  
Superiority!

A kind and degree of performance so new—so indescribably superior—induced more than twice as many people to purchase Buicks during the past year as any other automobile listing above \$1200. Here is ample reason for discarding old buying habits.

Take a Buick. Drive it in traffic. Try it on the hills and on the straightaway. Test it in your own way and at your own pace. Measure carefully every element of performance.

Get behind the wheel and get the facts... then you'll get a Buick!

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**Buick**  
WITH MASTERPIECE BODIES BY FISHER

Buick Motor Cars are  
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**THE  
DRAGON MOTOR CAR COMPANY LTD.**  
33, Wong Nei Chung Road, Happy Valley

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

### Tests of Engines

Many motorists are aware that car engines are usually subjected to bench tests before being fitted to the chassis; but it is not generally known that, in addition to this, the chassis itself sometimes undergoes a prolonged test which verifies not only the engine itself, but also the gear-box, back axle, and all parts of the transmission.

This type of test, in conjunction, of course, with the usual bench test, and followed by a road test, has many obvious advantages over the road test alone.

No matter how efficient a tester may be, he cannot, on the road, find out minor imperfection in the transmission, for road vibration must necessarily tend to minimise them.

When, however, the bare chassis is run under on a system which enables the power at the back wheels to be electrically recorded, expert examination can at once locate the slightest undue noise or vibration.

Mass production, perhaps, may be blamed for a reluctance of some makers to assure perfection in this way. Several of our leading manufacturers, however, consider it more than worth while, an example being found in the Humber works at Coventry.

Every model there is subjected to a prolonged chassis test, after the engine has been "passed" and before the complete car undergoes a strenuous road test.

#### Operation Described

Take the case of the Humber Nine, a light car which is becoming increasingly popular these days. As soon as a chassis is completed it is fitted with a "slave" pair of rear wheels.

The chassis is then mounted so that each of the rear wheels bears on a pair of rollers connected with dynamometers.

After the engine has been warmed up in neutral, second gear is engaged and the car is run "light" for an hour.

Top gear is then used for an hour, under load, at half throttle. For the remainder of the test—a further two hours—the car is run "all-out" in top.

During this time electrical readings of the power transmitted by the back wheels are taken. A definite power output for each chassis must be recorded and the transmission must conform to a standard degree of silence.

During this test the chassis is loaded with a weight equal to that of the body and a full complement of driver and passengers. Apart from the fact, therefore, that the front wheels do not revolve, the test

is in all ways equivalent to one on the road, with the added advantage that the transmission and so forth can be examined in a way impossible during road test.

#### Prominent Official

Mr. H. R. Spicer, the new general secretary of the Society of Motor Manufacturers and Traders, is quite a young man. He is 30 years of age, and before he succeeded Col. Hacking he had charge of the statistical department of the society.

He was a King's scholar at Cambridge and captain of Eton.

He served as a lieutenant in the Coldstream Guards, and after the war was engaged in the Engineering and Allied Employers National Federation.

#### Welcome Home

Major Segrave's welcome home to Britain was overwhelming. It proved one thing—namely, that given the opportunity the British public is ready, in fact eager, to proclaim their national heroes.

The trouble is that on many occasions the opportunity is not provided. The crowds in the streets during the procession from Waterloo to Westminster Hall, where the official Government reception was held, were simply enormous.

No better proof were needed of how this particular record, requiring supreme skill and courage, catches the public imagination.

From the point of view of the motor industry, Major Segrave's triumph has all the greater value in view of the fact that no fewer than 29 British manufacturers of components were employed in the Golden Arrow.

Failure on the part of any one of these would imperil the whole venture.

The success of the car created wide attention in the United States. Capt. J. S. Irving, the designer, has already received several offers to leave Britain and take up positions with United States car manufacturers.

So far he has not succumbed to temptation.

### APPEAL FOR FUNDS

DEBTS INCURRED ON CAPT. CAMPBELL'S ATTEMPT

Cape Town, May 10.

The Automobile Club is issuing an appeal for subscriptions to wipe out the debts incurred at Verneuk Pan in connection with Captain Campbell's speeds attempt and to accumulate a sum of \$5,000 to assist overseas motorists to re-attempt the world record at Verneuk Pan.



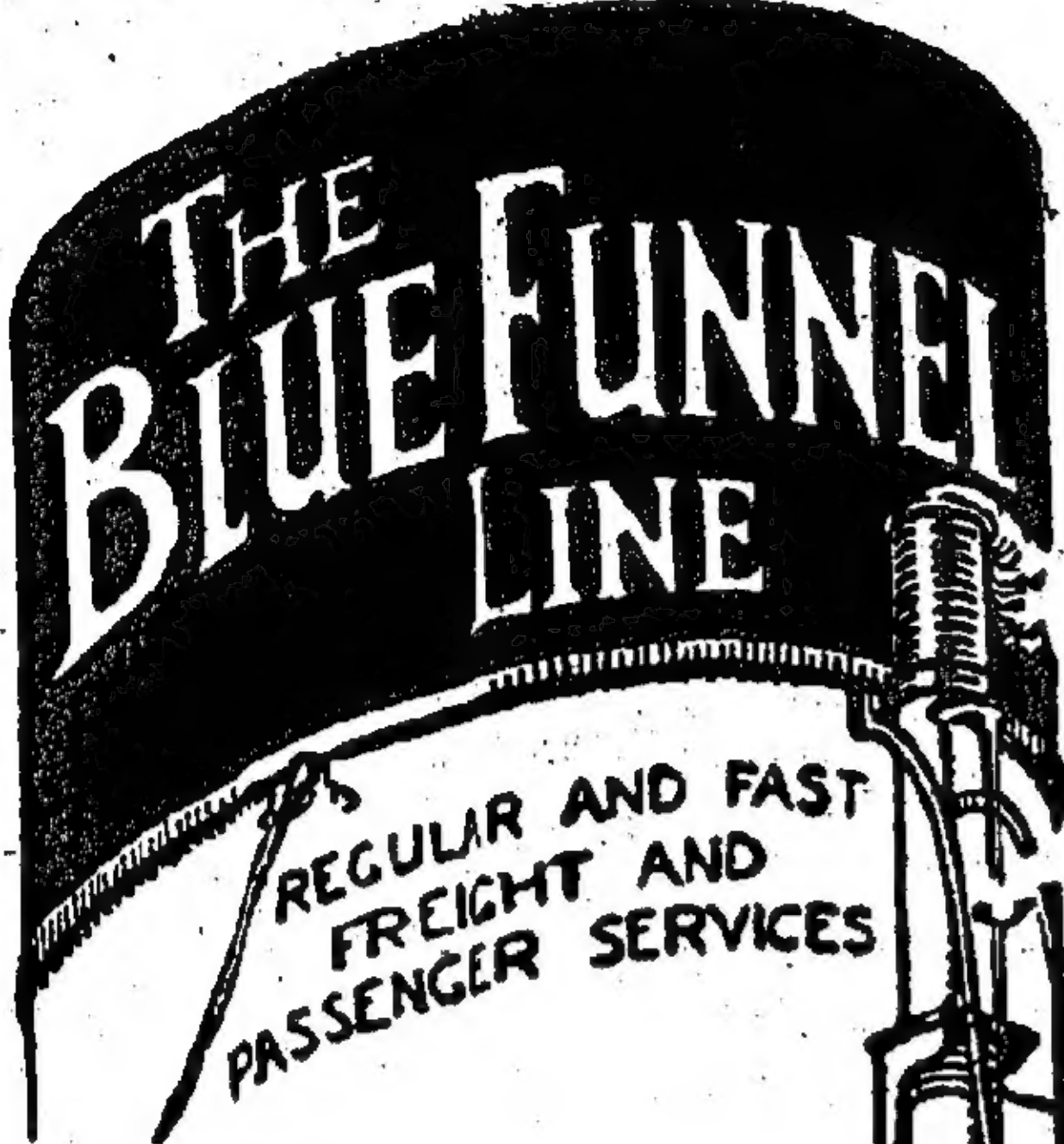
PACKARD. PLYMOUTH.  
CHRYSLER. DE SOTO  
Motor Cars.  
Sole Agents:—  
REPUBLIC MOTOR COMPANY  
OF CHINA.  
30-32, Des Voeux Road C.  
Tel. C. 1219 and C. 6252.

# China Mail

ESTABLISHED  
1845

HONG KONG, THURSDAY, JUNE 13, 1929.

"OVERLAND CHINA MAIL"  
SEND IT HOME!  
THE WEEK'S NEWS  
ILLUSTRATED.  
25 cts. 25 cts.



## LONDON SERVICE

"PERSEUS" 26th June Marseilles, London, Rotterdam & Hamburg  
"SAR-EDON" 10th July Marseilles, London, Rotterdam & Glasgow  
"IDOMENEUS" 23rd July Marseilles, London, Rotterdam & Hamburg  
"CYCLOPS" 19th June Genoa, Trieste, Liverpool & Glasgow  
"AUTOLYCUS" 20th July Genoa, Trieste, Liverpool & Glasgow

## PACIFIC SERVICE

via KOBE & YOKOHAMA  
"PROTEUS" 20th June Victoria, Vancouver & Seattle  
"TALITHYRUS" 11th July Victoria, Vancouver & Seattle

## NEW YORK SERVICE

"MACHAON" 8th July New York, Boston & Baltimore  
"ADRASITUS" 8th Aug. New York, Boston & Baltimore

## INWARD SERVICE

"BELLEROPHON" Due 21st June For: Haik, Moli, Kobe & Yama  
"ACHILLES" Due 23rd June For: Haik, Moli, Kobe & Yama

## PASSENGER SERVICE

"SARPEION" 10th July Singapore, Malacca & Lerrion  
"PATROCLOS" 7th Aug. Singapore, Malacca & Lerrion  
Also cargo steamers with limited passenger accommodation at specially reduced fares.  
For freight, passage rates and information apply to:—  
**Butterfield & Swire**  
Agents.

## POST OFFICE NOTICE.

The Public are again reminded that the postage on newspapers published in Hong Kong and addressed to British Possessions, China and Macao is 2 cents per 4 ozs. and not 2 cents per newspaper. When the postage is not fully prepaid newspapers cannot be forwarded and if they do not bear the sender's name and address they are disposed of in the Dead Letter Office.

## INWARD MAILS.

From THURSDAY, JUNE 13.  
Shanghai and Amoy ..... Yingchow  
Shanghai and Europe via Siberia (London, 20th and 21st May) ..... Chekiang  
Europe via Negapatam (Letters only, London, 16th May) ..... Lahm  
FRIDAY, JUNE 14.  
Japan, Shanghai & Europe via Siberia (London, 22nd—24th May) ..... Yokohama Maru  
Japan and Shanghai ..... Atsuta Maru  
Shanghai and Swatow ..... Sunning  
Shanghai ..... Jeypore  
U.S.A., Honolulu, Japan and Shanghai ..... President Adams  
MONDAY, JUNE 17.  
Europe via Negapatam (Papers only, London, 16th May) ..... Alipore  
Manila ..... President Cleveland  
Canada, U.S.A., Japan and Shanghai ..... Empress of Russia  
U.S.A., Honolulu, Japan and Shanghai ..... President Madison

## OUTWARD MAILS.

For THURSDAY, JUNE 13.  
Fuechow ..... Kueichow ..... 3.30 p.m.  
Japan ..... Lahm ..... 5 p.m.  
Shanghai and Europe via Siberia ..... Registration June 13, 5 p.m.  
Letters ..... 6 p.m.  
FRIDAY, JUNE 14.  
Manila and Parcels for Germany via Hamburg ..... Sauerland ..... 10.30 a.m.  
Manila ..... Bendoran ..... 12.30 p.m.  
Straits & Calcutta ..... Talma ..... June 14, Noon  
Parcels ..... June 14, Noon  
Letters ..... 1 p.m.  
Swatow, Amoy and Fuechow ..... Hai Ching ..... 1 p.m.  
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles ..... Atsuta Maru (Due Marseilles, 15th July.) K.P.O. Registration June 14, 4.30 p.m. Letters ..... June 15, 9 a.m. G.P.O. Registration June 15, 8.45 a.m. Letters ..... 9.30 a.m.  
SATURDAY, JUNE 15.  
Swatow and Bangkok ..... Kwangchow ..... 1.30 p.m.  
Bangkok via Swatow ..... Hella ..... 5 p.m.  
Manila ..... President Adams ..... 5 p.m.  
SUNDAY, JUNE 16.  
Swatow, Amoy and Formosa ..... Hozan Maru ..... 9 a.m.  
Sandakan ..... Mausang ..... 9 a.m.  
MONDAY, JUNE 17.  
Shanghai, Japan and Victoria (Due Victoria, B.C., 12th July.) B.C. Shidzuoka Maru ..... 8.30 a.m.  
Amoy ..... Kiangchow ..... 10.30 a.m.  
Straits and Calcutta ..... Yuensang ..... June 17, Noon  
Parcels ..... June 17, Noon  
Letters ..... 1 p.m.

\*Correspondence bears vessel's name only.

## REBEL TRIBESMEN FRENCH COLONIAL TROOPS FALL INTO AMBUSH SERIOUS SET-BACK

Tabat, Yesterday.  
French forces consisting of two companies of Moorish and Algerian tirailleurs suffered a serious reverse in consequence of an ambush by rebel tribesmen at El Boudi in the region of Midelt, in the Southern Atlas range.  
Thirteen were killed and 10 wounded, mostly native troops, but the casualties include two officers. Fifteen French soldiers and 66 native troops are missing. Steps are being taken to relieve the isolated parties, who may have taken refuge in the hills and be still holding out.

The Casualties  
Later.  
A telegram from Rabat states that the casualties were:—7 French officers and non-coms. killed and missing; 24 French and 41 native soldiers, while 2 French officers, 2 non-coms. and 8 native soldiers were wounded.—Reuter.

## WORLD "BEAUTY" INTERNATIONAL PAGEANT OF PULCHRITUDE AUSTRIAN GIRL'S SUCCESS.

Galveston, Texas, Yesterday.  
The final round of a world-wide beauty contest was decided at the "International Pageant of Pulchritude," at which was crowned as "Miss Universe," the Austrian, Fraulein Lisi Goldarbeiter. There were eleven competitors reputed to be the most beautiful representatives of their respective countries, including Bennie Dicks as "Miss England" and Irene Ahlberg as "Miss United States."  
The girls paraded in evening dress, then in bathing costumes. Miss Goldarbeiter's prize will be \$2,000 and (doubtless) will be followed by a lucrative stage or film contract.—Reuter's American Service.

## U.S.S. "LUZON" REFLOATED AND NOW IN KIANGNAN DOCK

Shanghai, Yesterday.  
The U.S.S. "Luzon," which went ashore off Woosung a few days ago, has been refloated, and proceeded to Kiangnan Dock under her own power this morning.—Reuter.

## FALL FROM SCAFFOLDING

As the result of a fall from a scaffolding whilst at work on the burned portion of the Hong Kong Hotel, which is being demolished, a Chinese labourer named Fung Yau (16), was yesterday removed to the Government Civil Hospital suffering from severe injuries to his face and head.  
His condition is considered serious.

## ANOTHER GENERAL ELECTION IN SOUTH AFRICA

### NATIVE PROBLEM THE MAIN ISSUE

### BIG STRUGGLE NOW ON

Capetown, Yesterday.  
The General Election to fill 148 seats in the South African Legislative Assembly is proceeding to-day. The result is doubtful, partly owing to the creation of 13 new constituencies and also the effects of a split in the Labour Party, one section of which under Colonel Creswell, remains allied to General Hertzog's Nationalist (Government) Party while the other is under Mr. Madeley who seceded therefrom.

Last Assembly  
The South African Party led by General Smuts, is the Official Opposition.

The state of the Parties in the last Assembly was:—  
Nationalists ..... 63  
South Africans ..... 54  
Labour ..... 17  
Independent ..... 1

All the nine unopposed, so far returned are followers of General Smuts.  
The main political issue is the handling of the native problem.

Degrees  
Temperature, 10 a.m., to-day ..... 83  
Temperature, 4 p.m., yesterday ..... 90  
Humidity, 10 a.m., to-day ..... 84  
Humidity, 4 p.m., yesterday ..... 68

regarding which General Hertzog, (Premier) has made radical proposals.

### Early Result

The state of the Parties at mid-night were:—  
South African Party ..... 27  
Nationalist ..... 2  
Labour (Creswellites) ..... 2  
Labour (National Council) ..... 2

Mr. Boydell, the Minister of Labour, has been defeated.  
Mr. Creswell returned.  
Mr. Creswell, Minister of Defence and leader of the Creswellite section of the Labour Party has been returned for Denver in the Transvaal.—Reuter.

## "BAIKAL MARU"

### PASSENGERS ALL SAFELY LANDED

### DESTROYERS STANDING BY

Osaka, Yesterday.  
The passengers and crew of the "Baikal Maru" have been rescued and landed at Chemulpo.  
All the holds and engine rooms are full of water. Owing to the rough seas it is difficult to save the cargo at present.  
Two destroyers are standing by.—Reuter.

## "THRESHOLD ROCK" LANDMARK WHERE CRAFT FOUNDERED

### \$5,000 VALUE VANISHES

"Threshold Rock" or, rather, its equivalent in Cantonese, is the name of a landmark where a native craft of Hong Kong foundered last night—and then disappeared from sight.  
The place is spelt Sun San Siah in the chart. It is near Kapsuimun, the western entrance to the harbour. Having put out from the Western Wharf last evening with 400 piculs of general cargo, trading junk No. T1,099 H approached Kapsuimun at about 8 o'clock, and was badly holed on striking the rock. She shipped water rapidly and sank in 20 minutes.  
All the crew were rescued, but the junk was soon carried out into deeper water by the strong current and cannot be seen now. The junk (with fittings, etc.) was valued at \$2,000 and the cargo at \$5,000.

## DRY DOCKS (Continued from Page 1.)

levels at various necessary points. Whether the other dry docks could be utilised for a similar purpose in different districts is a matter for the consideration of the water authorities, but, provided that the main scheme as outlined herein is feasible, I see no reason why similar use could not be made of them.

I foresee the usual comment on hiding my identity under a nom de plume. I do this for two reasons. Firstly, I have a horror of publicity and, secondly, I do not wish that my scheme should be in any way prejudiced through a possible antipathy to my own personality. In conclusion I may say that my identity is well known to the Editor of this paper, through whom I shall be glad to reply to any questions that the Government or the public may wish to address to the best of my ability. Apologising to you, Mr. Editor, for the length of this article, and thanking you for its insertion.  
Yours, etc.,  
Aqua PURA.  
Hong Kong, June 13.

## WARNING IN RED

### "This Water Must Be Boiled"

Water from sources other than filter beds and reservoirs is now being supplied to new fountains in the streets of the Colony.

Much of the hillside water which runs down the northern slope of the range along the eastern half of the harbour is being "tapped." One such fountain can be seen at the entrance to the Royal Ordnance Depot, near the junction of Queen's-road East and Arsenal-street, beneath the overhead "railway" from the Royal Naval Ordnance Depot to Kennedy-road. Following the route of this "railway," a large nullah runs down the hillside to discharge itself, apparently, in the harbour. Outside the sentry's post a fountain has been erected with a warning, in English and Chinese, painted in red, reading "This water must be boiled."

### Glencely Ravine

Glencely Ravine, which comes down under Wyndham-street (and which broke the surface of the street during the local deluge three years ago), is being similarly "tapped." The nullah is reached outside the "China Mail" office, "feeding" four street fountains, with a "must be boiled" warning. In the opinion of some of the Chinese, however, "hillside water is pure"—hence the danger that some of this water may be used for drinking without being boiled.

### Quarrelling Females

Two Chinese women were charged at the Central Magistrate's court to-day with disorderly conduct by fighting in Pkfulam-road.  
Divisional Inspector Bloor said that it was a quarrel as to whose turn it was to draw water at the street fountain.

His Worship bound both women over in the sum of \$50 each to keep the peace for six months.

### Willful Waste

For wilfully wasting water at a fire hydrant in Canton-road, a Chinese was today at the Kowloon Court fined \$5 with the alternative of eight days' imprisonment.

## A DRAMA OF LOVE IN THE WILDS!

LILLIAN GISH  
IN  
THE WIND



WITH  
LARS HANSON  
MONTAGUE LOVE  
WILLIAM ORLAMOND

A story actually thrilling and dramatic—an epic of courage and strange romance—and through it all the great emotional actress weaves again her web of magic!

AT THE  
**QUEEN'S**  
TO-DAY TO SATURDAY  
At 2.30, 5.10, 7.15 & 9.20.

## MORE ROMANTIC THAN "THE TEMPTRESS." GREATER EVEN THAN "FLESH AND THE DEVIL."

GRETA GARBO  
In  
THE  
DIVINE WOMAN

with LARS HANSON  
AT THE  
**WORLD**  
FINAL SHOWINGS TO-DAY  
At 2.30, 5.15, 7.15 & 9.20.

## THE GAY COMEDY of a chorus girl who posed as the daughter of a baroness at Monte Carlo!

CORINNE GRIFFITH  
IN  
THE GARDEN OF EDEN  
SUPERB COLOUR SCENES

AT THE  
**STAR**  
FINAL SHOWINGS TO-DAY  
At 5.30 & 9.20.

Alberta Vaughn  
"Ain't Love  
Funny?"  
The Queen of  
Hearts in a  
Comedy of Love  
and Youth!  
TO-DAY TO  
SATURDAY  
2.30, 5.20, 7.15  
& 9.15 p.m.  
Nathan  
Road,  
Kowloon.  
AT  
THE MAJESTIC

But the  
Greatest "Star"  
of all—  
Bayer  
Tablets of  
ASPIRIN  
for Headache, Toothache,  
Rheumatism, etc., etc.  
Obtainable everywhere.

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